



Illinois Department of Transportation

**U.S. 30
DRAFT ENVIRONMENTAL IMPACT STATEMENT**

PUBLIC HEARING RECORD REPORT



**United Methodist Church
Morrison, Illinois
June 15, 2011**



TABLE OF CONTENTS

PUBLIC HEARING RECORD REPORT OVERVIEW 1

1.0 PUBLIC HEARING 1

 1.1 Meeting Announcements and Outreach Efforts..... 1

 1.2 Meeting Format 1

 1.3 Attendance Profiles 3

2.0 PUBLIC COMMENTS AND RESPONSES 4

 2.1 Public Comments 4

 2.2 Stakeholders 4

 2.3 Location Profiles 4

3.0 ALTERNATIVE ANALYSIS 5

 3.1 Homeowners 5

 3.2 Farmer/Farmland Owners..... 5

 3.3 Business Owners..... 6

 3.4 Developers 6

 3.5 Others 6

 3.6 Unidentified Stakeholders 6

 3.7 Alternative Preference by Location 7

 3.8 Public Comments Summary 7

 3.9 Agency Comment Summary 10

4.0 PUBLIC HEARING RECORD REPORT SUMMARY 11



TABLE OF CONTENTS
continued

TABLES

Table 1-1: Participating Agencies.....	3
Table 1-2: Elected Officials	3
Table 1-3: Media	3
Table 1-4: Special Interest Groups.....	3
Table 1-5: City Representation.....	3
Table 2-1: Stakeholder Types	4
Table 2-2: Location Profiles.....	4
Table 3-1: Homeowners.....	5
Table 3-2: Farmer/Farmland Owners	5
Table 3-3: Business Owners	6
Table 3-4: Others	6
Table 3-5: Unidentified Stakeholders	7
Table 3-6: Alternative Preference By Location	7

APPENDICES

Appendix A: Handouts	
Appendix B: Meeting Announcements	
Appendix C: Stations	
Appendix D: Comments and Responses	



PUBLIC HEARING RECORD REPORT OVERVIEW

The Illinois Department of Transportation (IDOT) hosted an open house public hearing for the U.S. 30 Draft Environmental Impact Statement (DEIS) on June 15, 2011, from 1:00 p.m. to 7:00 p.m. at the United Methodist Church in Morrison, Illinois.

The purpose of the meeting was to afford the public an opportunity to view the DEIS document, discuss their concerns regarding the project with the study team, and provide comments on the two proposed build alternatives, 4 and 5, and the no-build alternative. A total of 88 comments were received through July 29, 2011, either at the hearing, via web email or mailed to the IDOT-District 2 office.

The contents provided in this report such as the public hearing process, the stakeholders profile and an analysis of their alternative preference and the summary will aid the Project Study Group (PSG) in selecting a preferred alternative for the U.S. 30 Final Environmental Impact Statement.

1.0 Public Hearing

1.1. Meeting Announcements and Outreach Efforts

The following are actions the Department took to notify the public about the hearing and how to view and comment on the DEIS document:

- **Legal Notices** – A public hearing notice was printed in the following local newspapers: The Journal (Fulton, IL), The Review, The Echo (Prophetstown, IL), Clinton Herald (Clinton, IA) and the Sauk Valley newspapers (The Daily Gazette – Sterling, IL and The Telegraph – Dixon, IL).
- **Press Release** – IDOT released a media advisory to all news sources and local officials within the project study area and surrounding vicinity informing them of the upcoming hearing and where to view and comment on the DEIS document.
- **Postcard Mailer** – Postcard announcements were mailed to over 700 property owners and stakeholders listed in the U.S. 30 project database.
- **Website Announcement** – Information was posted on the project website announcing the public hearing and listing the DEIS document web link.

All of these outreach efforts included the meeting's purpose, date, time, location, and where the DEIS document was available for the public to view and comment. A copy of the legal notices, press release and postcard mailer is located in **Appendix B**.

1.2. Meeting Format

An open house format was the best approach to allow attendees to view exhibits and meet with IDOT personnel and representatives from the consultant team. There were a total of nine stations at the hearing.



Following are the stations with a description of each exhibit:

- **Station 1: Welcome and Sign In sheet** – Representatives from the consultant team greeted attendees and explained the hearing process. Attendees were instructed to sign in and were provided with a public hearing brochure which included project details, a map of the build alternatives and a comment form. Copies of the handouts presented at this station are located in **Appendix A**.
- **Station 2: Project Overview PowerPoint Presentation** – A projector was set up to show a loop presentation which highlighted the purpose of the meeting, the project study's history, the DEIS process, and the next steps of the project.
- **Station 3: Typical Sections** – Two exhibits were provided to illustrate the proposed typical sections.
- **Station 4: Alternative Routes Displays** – Aerial maps at a 1:400 scale showing the proposed build alternatives, 4 and 5, including the environmental resources, property lines and business and residential displacements were available to view.
- **Station 5: Community Advisory Group (CAG)** – The public had an opportunity to meet and discuss their issues and concerns about the project with CAG members who participated in the planning process.
- **Station 6: Draft Environmental Impact Statement (DEIS)** – Two copies of the signed DEIS were made available for review and to allow attendees to provide comments. This document included the project's Purpose and Need, identified the project study area's environmental resources, outlined the project's alternative analysis and the environmental impacts of the proposed build alternatives, and summarized the project's public involvement process.
- **Station 7: Property Owner Maps** – Two sets of 18" x 24" maps were made available to identify impacts to the affected stakeholder's property.
- **Station 8: Public Comment** – Boxes were placed on tables for the public to deposit their comment sheets.
- **Station 9: Court Reporter** – A court reporter was also present to record public comments.

The sign in sheets and the station exhibits are in **Appendix C**.



1.3. Attendance Profiles

A total of 212 people signed in at the public hearing. There were seven IDOT personnel and nine members from the consultant teams of Volkert Inc., Howard R. Green, Kaskaskia Engineering, and Hudson & Associates in attendance to discuss the project and answer questions.

Shown in **Tables 1-1 to 1-4** are attendees that represent agency partners, elected officials, media, and special interest groups. **Table 1-5** provides a list of attendees categorized by city.

Table 1-1: Participating Agencies - Total 2

Whiteside County Highway
Union Grove Township

Table 1-2: Elected Officials - Total 9

City of Fulton (1)	City of Rock Falls (1)
City of Morrison (4)	City of Clinton (1)
Illinois State Representative (1)	Whiteside County Board (1)

Table 1-3: Media - Total 5

City 1 News Magazine (2)	Whiteside News-Sentinel (1)
WSDR – AM 1240 (1)	WHBF-TV Channel 4 Quad Cities (1)

Table 1-4: Special Interest Groups - Total 15

Clinton Convention and Visitors Bureau (1)	Iowa - Illinois Highway Partnership (1)
Fulton Chamber of Commerce (1)	Clinton Chamber of Commerce / Dev. Corp (2)
Whiteside County (2)	Morrison MAPPING (1)
Blackhawk Hills RC & D (1)	Morrison Fire Department (1)
Rock Falls Chamber of Commerce (1)	Morrison Area Dev./Morrison Chamber (2)
Morrison Community Unit School District 6 (1)	Ray Farm Management (1)

Table 1-5: City Representation – Total 212

City	Number	Percentage
Fulton	16/212	7.6%
Morrison	163/212	76.9%
Rock Falls	5/212	2.4%
Sterling	2/212	0.9%
Unidentified*	3/212	1.4%
Other locations**	23/212	10.8%

*Indicates attendees who did not list their address or provided information that was not legible

**Cities outside of the project study area

A copy of the sign in sheet is included in **Appendix C**.



2.0 PUBLIC COMMENTS AND RESPONSES

2.1. Public Comments

In addition to receiving comments at the public hearing the project study team obtained comments via web mail and postal mail. There were a total of 88 public comments acquired prior to the period end date, July 29, 2011. All comments received and the corresponding responses are located in **Appendix D**.

2.2. Stakeholders

Respondents who completed a comment form were asked to select a stakeholder type from the following: homeowner, farmer/farmland owner, business owner, developer, or other. As shown in **Table 2-1**, the types of stakeholders are categorized with the associated number of comments. Please note that some of the stakeholder types were assumed from the content in the court reporter transcriptions, web mails or postal letters.

Table 2-1: Stakeholder Types		
Category	Number	Percentage
Homeowners	21/88	23.9%
Farmer/Farmland Owners	18/88	20.4%
Business Owners	8/88	8.0%
Developers	1/88	1.1%
Others *	21/88	23.9%
Unidentified Stakeholders**	19/88	21.6%

*Others are individuals that represent either special interest groups, elected officials or other entities.

**Unidentified Stakeholders are individuals that did not indicate their stakeholder type.

2.3. Location Profiles

Table 2-2 shows the cities for each stakeholder providing a comment on the proposed alternatives. The locations listed may represent a residence, business or place of employment for each stakeholder.

Table 2-2: Location Profiles		
City	Number	Percentage
Fulton	16/88	18.2%
Morrison	56/88	63.6%
Rock Falls	4/88	4.6%
Sterling	1/88	1.1%
Other Illinois cities	5/88	5.7%
Iowa cities	6/88	6.8%



3.0 ALTERNATIVE ANALYSIS

This section focuses on the alternative preference identified by each type of stakeholder categorized in **Table 2-1** in **Section 2.2**. In developing the tables in this section, all of the 88 comments received were reviewed thoroughly and sorted by the stakeholder type and alternative preference. If more than one type of stakeholder was selected on the public comment form, then only one type was used to identify the alternative preference. For example, if a respondent selected homeowner and farmer/farmland owner, then the alternative preference was listed as a farmer/farmland owner. This determination was made due to the assumption that the individual's displacement of farms/farmland may be impacted in a more significant manner by the preferred alternative selection. Similar logic was applied to responses indicating stakeholder types of business owners and developers.

3.1. Homeowners

Twenty-one homeowners either listed this stakeholder type on the comment form or indicated they were a homeowner in the content of their response. As shown in **Table 3-1**, 38 percent of homeowners preferred the no-build alternative.

Table 3-1: Homeowners		
Alternative	Number	Percentage
No-build	8/21	38.1%
Alternative 4	0/21	0.0%
Alternative 5	5/21	23.8%
Alternative 4 or No-build	0/21	0.0%
Alternative 5 or No-build	3/21	14.3%
Alternative 4 or 5	0/21	0.0%
No Preference	5/21	23.8%

3.2. Farmer/Farmland Owners

Eighteen people identified themselves as farmer/farmland owners either on the comment forms, via the court report transcription or by mail. As shown in **Table 3-2**, 50 percent of the farmers preferred the no-build alternative.

Table 3-2: Farmer/Farmland Owners		
Alternative	Number	Percentage
No-Build	9/18	50.0%
Alternative 4	2/18	11.1%
Alternative 5	1/18	5.6%
Alternative 4 or No-build	0/18	0.0%
Alternative 5 or No-build	0/18	0.0%
Alternative 4 or 5	1/18	5.6%
No Preference	5/18	27.7%



3.3. Business Owners

A total of 8 individuals disclosed themselves as business owners. A majority of business owners preferred Alternative 5 at approximately 38 percent.

Table 3-3: Business Owners		
Alternative	Number	Percentage
No-Build	2/8	25.0%
Alternative 4	1/8	12.5%
Alternative 5	3/8	37.5%
Alternative 4 or No-build	0/8	0.0%
Alternative 5 or No-build	0/8	0.0%
Alternative 4 or 5	0/0	0.0%
No Preference	2/8	25.0%

3.4. Developers

One person stated they were a developer with Alternative 5 as their preference.

3.5. Others

Twenty-one people were identified as “others” on the comment form. These individuals were listed as current and former elected officials, members from the chamber of commerce, a school administrator, regional development corporations, an energy company and other entities. The majority preferred alternative 5 at 76 percent.

Table 3-4: Others		
Alternative	Number	Percentage
No-Build	1/21	4.8%
Alternative 4	0/21	0.0%
Alternative 5	16/21	76.2%
Alternative 4 or No-build	0/21	0.0%
Alternative 5 or No-build	0/21	0.0%
Alternative 4 or 5	3/21	14.2%
No Preference	1/21	4.8%

3.6. Unidentified Stakeholders

A total of 19 people did not identify a stakeholder type on the public comment form or in the content of their responses, but comments were provided on the proposed alternatives. Listed in **Table 3-5** are their alternative preferences by number and percentage. The majority of the unidentified stakeholders preferred Alternative 5.

**Table 3-5: Unidentified Stakeholders**

Alternative	Number	Percentage
No-Build	3/19	15.8%
Alternative 4	0/19	0.0%
Alternative 5	11/19	57.9%
Alternative 4 or No-build	0/19	0.0%
Alternative 5 or No-build	0/19	0.0%
Alternative 4 or 5	0/19	0.0%
No Preference	5/19	26.3%

3.7. Alternative Preference by Location

Table 3-6 lists the location of the respondents and their overall build alternative preference. As shown, the preferred alternative selection is Alternative 5.

Table 3-6: Alternative Preference By Location

Location	No-Build	Alternative 4	Alternative 5	Alternatives 4 or No-Build	Alternatives 5 or No-Build	Alternatives 4 or 5	No Preference
Fulton		1	13				2
Morrison	23	2	14		3	1	13
Rock Falls			3			1	
Sterling			1				
Other Illinois cities			2			1	2
Iowa cities			4			1	1
Total	23	3	37	0	3	4	18

3.8. Public Comments Summary

A summary of comments for each alternative and other alternatives suggested by the public are listed by stakeholder type as shown in **Table 2-1** in **Section 2.2**. The comments are as they were written on the forms, web mails, postal mail, and transcribed by the court reporter.

NO-BUILD ALTERNATIVE

Homeowners

"Businesses like Dairy Queen, FS Fast Stop and Casey's will suffer a significant loss of business. Also, it will impact tax for Morrison (sales and motor fuel)."

"The state of Illinois has enough debt now – lets maintain what we have."

"Morrison and Route 30 have worked hand and hand since long before my time. That route going through town helps the community, and brings people to the downtown."

Farmers/Farmland Owners

"All proposed routes have been laid out to slaughter too much farmland."

"I don't think it's prudent to build a bypass that will take away homes and farmland."



NO-BUILD ALTERNATIVE	
Farmers/Farmland Owners (continued)	
"Subtracting "bypass consumed" land from food production, taxing values to the county, state and federal governments and destruction of a "way of life" for many farm families would be counterproductive to all involved."	
Business Owners	
"I believe a bypass (north or south) will virtually kill the business climate of Morrison."	
"...the other concern I have is just the people that have businesses being displaced, but more so the residents in the area."	
Others	
"It will take farmland out of production. Morrison business will suffer."	
Unidentified Stakeholders	
"The proposed route to the south will be close to an already existing four lane, route 88."	
"I feel that the town businesses would suffer far more than anticipated and the land would be affected by destruction too great."	
"I just think they should just have a no build and just fix what they've got and leave it."	

BUILD ALTERNATIVE 4	
Farmers/Farmland Owners	
"The Alternate 5 will encounter many wet areas of land."	
"I suggest the route going....to the north as the shortest, less costly and least corrosive to farming operations."	
Business Owners	
"It is shorter and may influence travelers to enter Morrison due to its proximity."	

BUILD ALTERNATIVE 5	
Homeowners	
"...it makes more sense logistically from a connection point with Route 78, Route 88 and it would give more access to the new Wal-Mart Distribution Center which is obviously a big source of truck traffic."	
"The bypass needs to run close to the Industrial Park." Expensive homes and dwellings and quality of life worth more then wetlands."	
"The north route would put more traffic on already narrow dangerous windy hilly roads and dangerous intersections..."	
Farmers/Farmland Owners	
"The truck traffic coming from the south and heading to the Mississippi or ADM at Clinton needs to bypass Morrison."	
Developers	
"...Alternative 4 goes through too much housing and the development for Morrison, because we're also developers besides farmers, we do a subdivision and you're coming up against - - right up against my new subdivision where my plans were some day to keep developing that way"	
Business Owners	
"I would like the southern alt. #5 route because it goes through the industrial area of Morrison."	



BUILD ALTERNATIVE 5 (continued)

Others

"Improvements to Route 30 will increase economic development opportunity, and improve the quality of life for the more than 50,000 citizens of Whiteside County and the City of Morrison."

"This will open up development for an industrial park in Morrison."

"It will not be the best route for growth but will be less costly, fewer acres will be removed from farm productions, and fewer residences displaced."

"The environmental impact of increased truck traffic through Morrison's historic district is significant. Air quality and noise levels in that restricted corridor will deteriorate further."

"The southern route uses less acres of farmland and takes fewer homes."

"Having the new route near the Industrial Park could provide for economic growth opportunities, not only in Morrison, but also could be extremely beneficial to growth in Sterling."

"The southern '5' route fits the best for reduction of through present traffic in Morrison."

"This will give Morrison the needed overpass to enable emergency vehicles to cross the Union Pacific Rail development for an industrial park in Morrison."

Unidentified Stakeholders

"I feel it would be far less disruptive to the community & environment."

"The south route is less expensive, less disruptive, and otherwise effective."

"This route makes more sense overall with home displacement, less farmground, etc."

OTHER ALTERNATIVES

(Alternatives 4 or No-build, Alternatives 5 or No-build, Alternatives 4 or 5, No Preference)

Homeowners

"If the biggest goal is to bypass Morrison just do it with a 2 lanes road instead of 4 lanes, then connect back to 2 lane Rt 30."

"I am concerned that a fill across the Rock Creek bottoms could cause additional flooding problems."

"...if Alternative 4 were selected, our request would be that the proposed route be shifted so that the lake is not eliminated."

Farmers/Farmland Owners

"Why don't you make Rt 30 four lane east & west of town because the shoulder & ditches are wide enough and leave it 2 lane in town and then town won't die. The state is short of money and would be a cheaper way to do it."

"I feel you have chosen routes that will impact the least amount of family & farms & use the existing Rt 30 as much as possible."

"The impact on our town should be minimal. Informational signs and directions should direct interested traffic to their destinations."

Business Owners

"The advantages of a northern route are that the soil type is more favorable to building, its proximity and signage for the state park, and a more direct route to the potential jobs at the prison in Thomson. The advantage of a southern route is the close proximity to our industrial park, but it would be redundant to have a four-lane highway close to I-88."



OTHER ALTERNATIVES (continued) (Alternatives 4 or No-build, Alternatives 5 or No-build, Alternatives 4 or 5, No Preference)	
Others	
"Widening the roadway from two lanes to four lanes, we believe, would invite economic activity along the route in an already depressed area of the state."	
"My preferred route would be the shortest, most direct route from the point where it connects to I-88 to the point where it connects to 136 staying south of the railroad tracks."	
"The safety and environmental impacts of a no-build approach are significant."	
Unidentified Stakeholders	
"I know Route 30 is east and west on Lincoln Highway, but they do so much in Morrison why don't they have inside turning lanes."	
"My major concerns are the flooding along Rock Creek. My concern is if we go on a southern route with this it's just going to build another dam along Rock Creek and create more water hazard..."	
"...I still think it would be a great idea to move the railroad tracks from downtown Morrison to south - south of Morrison thus eliminating many crossings and allowing emergency vehicles and so forth to go from north to south..."	

3.9. Agency Comment Summary

The Department received comments from the following State and Federal Agencies on the DEIS document: Illinois Department of Agriculture (IDOA), Illinois Department of Natural Resources (IDNR), United States Department of Interior (USDOI), and the United States Environmental Protection Agency (USEPA). Listed below are summarized statements and concerns from their letters, which are located in **Appendix D**.

Illinois Department of Agriculture (IDOA)

- The IDOA had no objection in using either alternative for the proposed transportation improvement. This Department would consider such an action to be consistent with the IDOT's Agricultural Land Preservation Policy and in compliance with the state's Farmland Preservation Act.

Illinois Department of Natural Resources (IDNR)

- The IDNR identified that the state threatened black sandshell mussel was found in the Rock River and Elkhorn Creek. Also, an Incident Take Authorization (ITA) will be required one year prior to construction. Based on the referenced ITA application in the DEIS, consultation is closed on this project.

United States Department of the Interior (USDOI)

- The USDOI had concerns regarding an adverse affect of the project on the Rock River's water quality, change in the free flow characteristics of this reach of the Rock River, change the long term recreational use of the River, or impair the inclusion of this reach of the river to be incorporated into the Wild and Scenic River System.

United States Environmental Protection Agency (USEPA)

- The USEPA gave the DEIS document a rating of Environmental Concerns Level 2 (EC-2) based on some concerns with the Purpose and Need, Alternatives, Environmental Impacts and Proposed Mitigation of Unavoidable Impacts.



4.0 PUBLIC HEARING RECORD REPORT SUMMARY

In summary, 88 public comments were received as a result of the public hearing process with 63 identifying a singular alternative preference. The remaining 25 comments did not provide an individual preference on the build alternatives or the no-build alternative. In addition, IDOT received response letters from State and Federal agencies regarding the DEIS document.

The stakeholder types providing comments were homeowners, farmers/farmland owners, business owners, developers, other entities, and some were unidentified by their response. Safety, economic development, preserving farmland, impacts to businesses, property, and the environment; funding of the overall project were common responses and concerns from stakeholders. A majority of the comments received were from homeowners and other entities. Approximately 64 percent of the comments received had a Morrison address.

Preference for the build alternatives, 4 and 5, and the no-build alternative varied between all stakeholder types. The no-build alternative was preferred by homeowners and farmers/farmland owners. Responses received by business owners, developers, other entities, and the unidentified stakeholders favored build alternative 5. Build alternative 4 received limited support from the public.

The information compiled in the report illustrates that in reviewing the stakeholder's location and their build alternative preference, respondents within the city of Morrison expressed a stronger preference for the no-build alternative. However, build alternative 5 was the preferred alternate among the responses with comments provided by stakeholders located within the other surrounding communities and cities in Iowa.



Appendix A

Handouts

- DEIS Brochure
- Comment Form
- Business Card
- Elected Official and Media Kits *
 - IDOT Contact Information
 - Business Card
 - DEIS CD
 - DEIS Brochure
 - Alternatives Map
 - Comment Form
 - Project Overview PowerPoint Presentation

*The information in the kits was issued to elected officials and media representatives.



Illinois Department of Transportation

Public Hearing – DEIS

Special Points of Interest:

- Welcome to Public Hearing / Contact Information – Page 1
- Project Location Map – Page 2
- Frequently Asked Questions – Pages 2 – 4
- Map of Build Alternatives – Pages 5 – 6
- Public Comment Form – See Insert
- Project Time Table – Pages 7 – 10

U.S. Route 30

From Illinois Route 136
To Illinois Route 40 in Rock Falls



Wednesday, June 15, 2011
1:00 P.M. to 7:00 P.M.

Meeting Location:

United Methodist Church
200 West Lincolnway
Morrison, Illinois

Welcome to the Public Meeting

Welcome to the Public Hearing to present the proposed project for a U.S. Route 30 four-lane facility from IL Route 136 east of Fulton to IL Route 40 in Rock Falls. Personnel from the Illinois Department of Transportation and the consultant firms of Volkert, Inc., Howard R. Green, Kaskaskia Engineering, and Hudson & Associates are here to answer your questions and receive your comments regarding the proposed improvements.

This meeting is being held in an Open House format to allow informal discussions between the public and study team members. Participants are encouraged to submit written comments about the project. Persons wishing to give verbal statements may visit the court reporter attending this meeting. Written statements may be given to us today or mailed to the IDOT - District 2 office by July 29, 2011. A form is provided in this handout that you may use to submit your statement.

The proposed project includes alternatives that were evaluated in the Draft Environmental Impact Statement (DEIS), including the two proposed alternatives, and the project's potential impacts to the natural and man-made environment in the study area.

For Further Information Contact:

- All comments and recommendations will receive consideration.
- The DEIS, maps, drawings, and other pertinent information are available at the IDOT - District 2 office, located at 819 Depot Avenue, Dixon, Illinois 61021.
- Project Hotline and Website: 1-866 ROUTE30 (1-866-768-8330) or TDD/TTY (815) 284-1667 and www.dot.il.gov/us30/index1.html.
- Further questions may be addressed to:

Title	Name	Telephone
IDOT—Acting Engineer of Program Development	Jay Howell	(815) 284-5351
IDOT—Project Engineer	Becky Marruffo	(815) 284-5902
IDOT—Studies & Plans Squad Leader	Jennifer Williams	(815) 284-5950

The Illinois Department of Transportation wishes to thank you for your interest and participation in this meeting.



Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways
Region Two Engineer
Illinois Department of Transportation

Project Location Map



Frequently Asked Questions

1. When is it anticipated that the Environmental Impact Statement (EIS) and Phase I Design Report will be completed and the proposed project constructed?

It is anticipated that the EIS and Phase I Design Report will be completed in 2012. Funding for Phase II (Design) and Phase III (Construction) is currently not available.

2. What is an Environmental Impact Statement (EIS)?

An EIS is a document that discusses the direct and indirect effects a project has on the environment. Projects like U.S. 30 (new four-lane roadways on new alignment) that typically could have "significant" impacts to the environment or public opposition require the preparation of an EIS under the National Environmental Policy Act (NEPA).

3. What are the Build Alternatives? What is the No-Build Alternative?

IDOT is proposing two Build Alternatives, 4 and 5. Both alternatives share the same alignment east and west of the city of Morrison. However, within the city limits Alternative 4 travels north of Morrison and Alternative 5 travels south of Morrison. The No-Build Alternative may include some types of construction on the existing roadway such as resurfacing, and addressing safety and geometric improvements that may be necessary depending on traffic needs and highway conditions.

Frequently Asked Questions – continued

4. What will happen after the Public Hearing?

After the Public Hearing and completion of the DEIS comment period, IDOT will review the comments received from the public. Additionally, IDOT will consider input from the Community Advisory Group (CAG) and stakeholder groups, as well as comments received on the Draft Environmental Impact Statement (DEIS) document. All of this information will be considered in identifying a preferred alternative for study within the Final Environmental Impact Statement (FEIS) document.

5. How were Community Advisory Group (CAG) members selected for the U.S. 30 Project?

The CAG members were selected from individuals, groups, organizations, and agencies from the communities within the project study area, and represents a wide cross section of people and interests.

6. I believe my home/farmstead is historic. Therefore, the State cannot touch it, right?

The State can acquire property from a historic home/farmstead. The Department will conduct a historic survey of the project area and receive a determination from the Illinois Historic Preservation Agency (IHPA) regarding structures that have historical context. It is possible that we will acquire some right-of-way from these properties and we will make every effort to avoid such structures.

7. If a bypass is built, who will maintain the existing Route 30 through town?

Maintenance of the roadway could remain the responsibility of the State, or a jurisdictional transfer agreement could be developed between the State and a local entity (city, township, or county). This would be determined during Phase II (Design) of the project, which is not currently funded.

8. Would the State reconsider the three-lane project that they had originally planned through Morrison?

The study that proposed the construction of a three-lane section from IL 78 (N) to French Creek in Morrison was completed in 2004. As a direct result of public comments and concerns, the project length was reduced to extend only from Jackson Street to French Creek. Resurfacing and maintenance work has been performed on the remaining roadway section, including the replacement of the bridge carrying U.S. 30 over Rock Creek.

The construction of a three-lane roadway would not eliminate the safety and operational concerns associated with the non-compatible uses of the corridor with large truck traffic, increasing volumes of traffic, narrow lanes, sidewalks adjacent to the roadway, school crossings, and farm equipment use. As a result, construction of a three-lane roadway through the downtown area would not eliminate the need for a four-lane expressway routed outside of town to accommodate future traffic demands.

Frequently Asked Questions – continued

9. What will be the impact on downtown or U.S. 30 businesses if a bypass is built around Morrison?

Based on historical results of previous bypass projects, we understand that a bypass has the potential to bring both positive and negative impacts to frontage and downtown businesses within the city of Morrison. As an example, one potential benefit to building a bypass around the city could be the minimization of commercial truck traffic travelling through the downtown area. However, we also realize that this change in traffic patterns may have a negative impact on some businesses in the downtown area, particularly businesses that are traffic-dependent. The determination of both positive and negative impacts depends significantly on the characteristics (e.g. proximity to the existing route, access, signing, etc.) of the route that is selected for further study, as well as the type and nature of the business. The Draft Environmental Impact Statement (DEIS) has identified potential impacts and benefits to the businesses of Morrison.

10. Who determines how much compensation I will receive for the proposed right-of-way that the Department will acquire with the project, and how is it calculated?

The Department would have an appraisal prepared on your property to determine fair market value, either by an IDOT Staff Appraiser or a private Appraiser hired by the Department. They would determine the value of the area being purchased from you and any damage to the remaining parcel. If the whole property is being acquired, additional relocation assistance would be provided by the Department.

11. The proposed roadway will be closer to my house. Will moving the traffic closer structurally damage my house?

There have been no incidences of claims for vibration damage to adjoining structures caused by car and truck traffic which has been moved closer to any structures. This even includes brick structures that are over 100 years old and in places where the road is 10-15 feet away from the structure. Also, our new design will provide a smoother pavement, thus eliminating the majority of the vibrations that come with a bumpy highway.

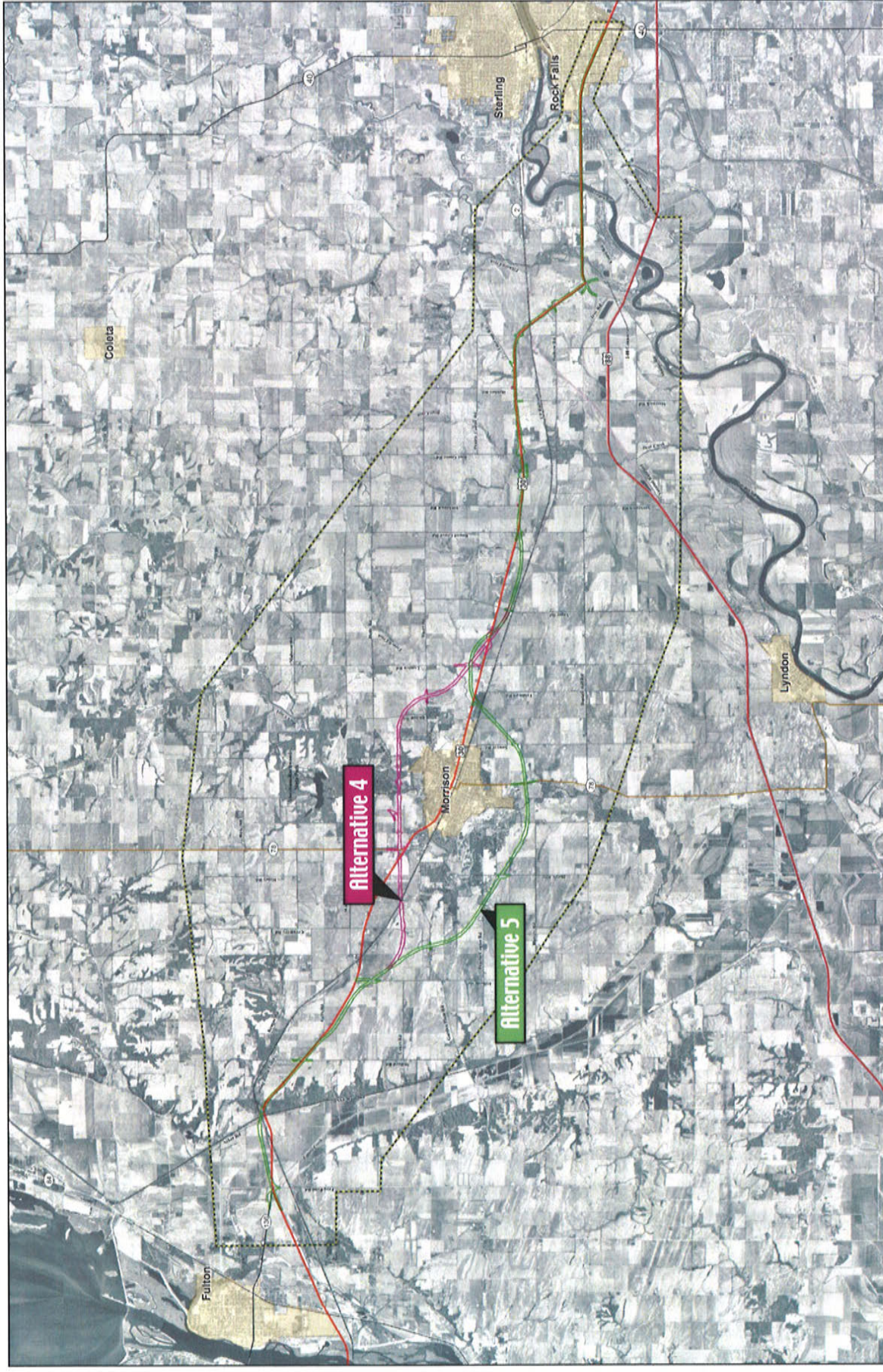
12. My septic field is located within the proposed right-of-way or easement area. How will I be compensated for that?

If the septic field is located within the right-of-way needed for this project, compensation will be made for the loss of the septic field during the Land Acquisition phase of the project. This is usually done with the payment for the design and installation of a new septic field.

13. When IDOT acquires the necessary parcel for the improvement, who will pay for the recording cost?

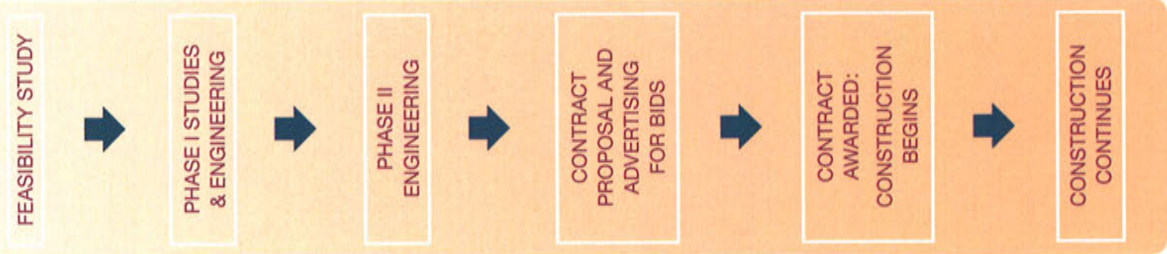
When it comes to the recording fees, the Department is financially responsible for all fees and the preparation and filing of all the legal documents required to transfer ownership of the parcel of land needed for the project.

Map of Build Alternatives 4 and 5



The map of Build Alternatives 4 and 5 is located on the project website, www.dot.il.gov/us30/index1.html.

PROJECT TIME TABLE



On Behalf of IDOT

This section of the handout is to assist the public in understanding the study, design, and construction of a highway project.

Feasibility Study

A feasibility study is typically initiated to assess whether or not a proposed highway improvement warrants further study. Feasibility studies are typically conducted to address the following types of questions:

- Will a new highway or major river bridge promote economic development in a certain region of the State and create more benefits than costs, or would upgrading existing highways be a better solution for satisfying State and local needs?
- Is a missing link of a four-lane highway causing traffic operational problems which, in turn, are creating a high number of collisions?
- Would it be possible and cost effective to build a new four-lane highway on new alignment through rugged terrain in comparison to upgrading the existing alignment?
- Other similar situations where additional information is needed before making a decision to proceed with more detailed engineering studies (e.g. major drainage alternatives, alternate locations for a proposed interchange).

Phase I Studies & Engineering

SCOPE

Phase I Studies include both Engineering and Environmental Studies, each requiring a separate decision-making process.

Phase I work can vary from a very minor type study to an in-depth investigation of corridors, alternative alignments and cross sections, different highway types, and other design features with consideration of social, economic, environmental, and engineering factors.

PURPOSE

Phase I studies are developed to ensure that, as practical, highway locations and proposed designs are consistent with Federal, State, and local goals and objectives.

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS

The following items are discussed when developing a highway improvement:

- Effects on regional and community growth
- Conservation and preservation of natural resources
- Public facilities, services, and recreational areas
- Community cohesion
- Displacement of people, businesses and farms
- Air, noise, and water pollution
- Aesthetic value

The depth of social, economic and environmental analysis will vary depending upon the scope and nature of the project, the stage of project development, and magnitude of any adverse impacts. For major projects, IDOT will prepare a separate environmental document i.e. an Environmental Impact Statement (EIS) and Environmental Assessment (EA). For most projects, the Project Report will document the environmental analysis.

DESIGN AND ENGINEERING CONSIDERATIONS

Phase I studies are used to identify the following:

- Need for highway improvement
- Capacity deficiencies
- Need to improve safety
- Project termini
- Typical Section
- Need for right-of-way
- Drainage concerns
- Location of traffic control devices
- Project Cost

The scope and depth of engineering analyses will vary depending on the scope of work.

Phase II Engineering

PLAN DEVELOPMENT STAGE

The designer is responsible for preparing the final plans so that they can be constructed in the field. To ensure the plans are correct and complete, the designer will review the Phase I report and the project commitment files. The plans are reviewed at the preliminary, pre-final and/or final stages to ensure that they are free from errors and omissions.

Preliminary Plan Review

During this stage, various bureaus, sections, agencies, etc. have an opportunity to conduct a major review of the plans. The preliminary plan review will occur after the designer has essentially completed the plans including the cover sheets, plan and profile sheets, detail sheets, cross section sheets, determined pay items, special provisions, etc. During this stage the designer will address any utility conflicts and determine if adjustments and/or relocations are necessary. For major projects, several reviews may be necessary to avoid having to make substantial changes later in the plan preparation process.

LAND ACQUISITION

Once the amount of property necessary for the improvement is established, an appraiser will determine the value of the property IDOT needs to acquire and the effect it has on the remaining parcel. When the appraisal has been completed, it is then given to a negotiator who will meet with the property owner and discuss the value of the property. After the price has been set, either by negotiation or as determined by the court, the sale of the parcel is started and the transfer of the land is recorded. Also, a part of the land acquisition process is relocation assistance for anyone in legal physical possession of the real estate. That may be tenants or owner/occupants and those occupants may be residents, businesses (including farms and non-profit organizations), or just a matter of personal property to be moved. In any case, anyone displaced by acquisition will be afforded relocation assistance.

UTILITY WORK

The utility coordination starts in Phase I where preliminary plans are provided to the utility owners. The utility owners mark their facilities on the plans and return them to IDOT, where they are incorporated into the project files. The designer will try to minimize the impact to the utilities. Pre-final plans are then sent to the utilities so they can begin to design the relocation of their facilities that are being impacted. Final plans are sent out with a 15-day notice to submit for a permit. This is done when the project is submitted for letting. Once the permit is approved and the new right-of-way purchased, the utilities have 90 days to relocate any conflicts. If the proper coordination is not done between IDOT and the utilities, it could affect the timing of the project.

Phase III Engineering

CONTRACT PROPOSAL AND ADVERTISING FOR BIDS

After all of the design plans and contract documents are completed, the construction improvement project is included on the Department's regularly scheduled advertisement for bids. All contractors must meet the Department's pre-qualification requirements.

The pre-qualification process reviews each contractor's experience; the quality and timeliness of previously constructed work; and the equipment and capital they have available to complete projects. This pre-qualification rating establishes the size of projects each contractor can bid on and the type of work they are qualified to do (i.e. bridges, resurfacing, concrete paving, traffic signals, etc.). This helps assure that the contractor is capable of completing the work in a quality manner within the scheduled time limits.

All interested contractors have four weeks to review the contract plans for the proposed project and prepare their bids to complete the work. All sealed bids are then opened at the scheduled bid opening. The contract is then awarded to the lowest bidder on each project that meets all the contract requirements and pre-qualifications.

CONTRACT AWARDED: CONSTRUCTION BEGINS

During construction of the project, the Department inspects all the materials used in the improvement, monitors the contractor's operations to assure all specifications are followed, and completes all of the required documentation.

Material inspection involves testing and approval of all items used on the contract. This includes all aggregates, concrete, asphalt, culverts, traffic signals, and metal products. Everything from trees and topsoil to pavement marking paint must meet IDOT specifications before it can be used on the project.

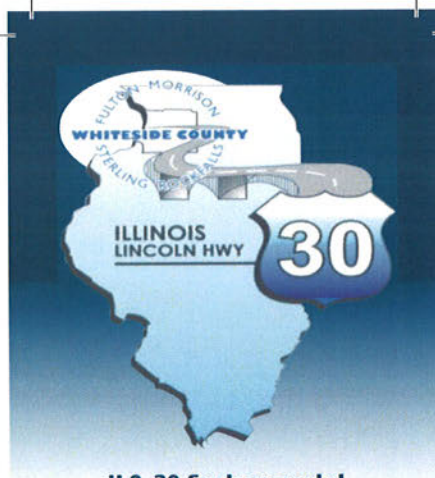
Construction engineers and inspectors are assigned to each project to monitor the progress and complete the necessary documentation. They make sure that everything is located properly and that it is built to correct dimensions.



To return form, fold in thirds on dotted lines, affix stamp and mail

PLACE
STAMP
HERE

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways
Region Two Engineer
Illinois Department of Transportation
819 Depot Avenue
Dixon, IL 61021



**U.S. 30 Environmental
Impact Statement
and Phase I Design Report**

sponsored by:



Illinois Department of Transportation

**U.S. 30 Environmental
Impact Statement
and Phase I Design Report**

Project Website:
www.dot.il.gov/us30/index1.html

Project Comments:
www.dot.il.gov/Email/Email.asp?from=31

Project Hotline:
1-866-ROUTE30 (1-866-768-8330)



Appendix B

Meeting Announcements

- Legal Notices
 - The Clinton Herald (Clinton, IA)
 - Sauk Valley Media
 - The Daily Gazette (Sterling, IL)
 - The Telegraph (Dixon, IL)
 - Whiteside News-Sentinel
 - The Journal (Fulton, IL)
 - The Echo (Prophetstown, IL)
 - The Review
- Press Release
- Postcard Mailer



Illinois Department of Transportation

PUBLIC HEARING

FOR

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT

The Illinois Department of Transportation (IDOT) will hold an open house public hearing to present the proposed project for a U.S. 30 four-lane facility from IL Route 136 east of Fulton to IL Route 40 in Rock Falls.

WHEN?

June 15, 2011
1:00pm to 7:00pm

WHERE?

United Methodist Church
200 W. Lincolnway
Morrison, Illinois 61270

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The DEIS is also available for public review and comment at IDOT's website (<http://www.dot.state.il.us/desenv/env.html>) and at the libraries listed below:

Schmaling Memorial Public Library
501 10th Avenue
Fulton, IL

Rock Falls Public Library
1007 7th Avenue
Rock Falls, IL

Odell Public Library
307 S. Madison Street
Morrison, IL

Sterling Public Library
102 West Third Street
Sterling, IL

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The hearing location is accessible to persons with disabilities. Persons with disabilities needing special accommodations or additional information should contact the person listed below at least 5 days prior to the public hearing.

Jennifer J. Williams, P.E.
Studies & Plans Squad Engineer
Illinois Department of Transportation
819 Depot Avenue
Dixon, Illinois 61021
Phone: (815) 284-2271
TDD: (815) 284-1667
Fax: (815) 284-5486

AFFIDAVIT OF PUBLICATION

CLINTON COUNTY } ss.
STATE OF IOWA }

I, Charlene Bielema, being first duly sworn an oath depose and say:

That I am the Editor of The Clinton Herald, a newspaper of general circulation published and printed daily in the City of Clinton, County of Clinton, State of Iowa, and that the

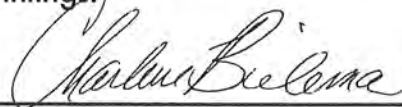
ILLINOIS DEPARTMENT OF TRANSPORTATION PUBLIC
HEARING FOR U.S. 30 ENVIRONMENTAL IMPACT STATE-
MENT & PHASE 1 DESIGN REPORT

hereto attached and made a part thereof, was printed once each week for TWO weeks, in said newspaper Clinton Herald that the dates of said print were

MAY 14, 2011 AND JUNE 11, 2011

and that the copy of said notice, hereto attached, was cut from one of said printings.

(Signed) _____



Editor

Charlene Bielema

Subscribed and sworn to before me this 16 day of
JUNE, 2011

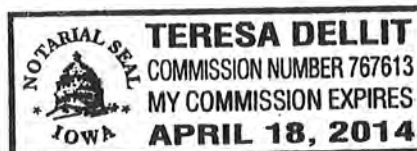
(Signed) _____



Notary Public

Teresa Dellit

My Commission Expires April 18, 2014.



AFFIDAVIT OF PUBLICATION

ILLINOIS DEPARTMENT OF TRANSPORTATION PUBLIC HEARING

for U.S. 30 Environmental Impact Statement & Phase I Design Report

The Illinois Department of Transportation (IDOT) will hold an open house public hearing to present the proposed project for a U.S. 30 four-lane facility from IL Route 136 east of Fulton to IL Route 40 in Rock Falls.

When?

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Where?

United Methodist Church
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(<http://www.dot.state.il.us/desenv/env.html>) and at the libraries listed below:

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Rock Falls Public Library

1007 7th Avenue
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The document discusses the alternatives that were evaluated, including IDOT's two proposed alternatives, and the project's potential impacts on the natural and man-made environment in the study area. Comments on the DEIS can be sent to Mr. Eric S. Therkildsen, P.E. at the address listed at the bottom of this ad any time before July 29, 2011.

The hearing location is accessible to persons with disabilities. Persons with disabilities needing special accommodations or additional information should contact the person listed below at least 5 days prior to the public hearing.

Jennifer J. Williams, P.E.

Studies & Plans Squad Engineer

Illinois Department

of Transportation

819 Depot Avenue

Dixon, Illinois 61021

Phone: (815) 284-2271

TDD: (815) 284-1667

Fax: (815) 284-5486

Date of second publication:

June 11, 2011.

Published: May 14 & June 11, 2011

No. 9666

Certificate of Publication

State of Illinois SS.

Whiteside County

This is to Certify that a notice, a true copy of which is hereto attached, was published in the Daily Gazette, a secular newspaper of general circulation published daily in the City of Sterling, in the County of Whitesid and State of Illinois, by SAUK VALLEY NEWSPAPERS, a corporation existing under the laws of said State, once each week for 2 sucessive week(s); that the date of the first paper containing said notice was the 14th day of May , 2011 , and that the date of the last paper containing said notice was the 11th day of June , 2011

And this is to further certify that said newspaper have been regularly published for one year prior to the first publication of said notice therein, and that the person who signs the name of said company to this certificate is as appears by the records of said company, it is duly authorized agent for such purpose

Dated at Sterling, in said county, This 17th day of August , 2011

Daily Gazette

Publication Fee \$314.40

by: Tara Branson
Authorized Agent

Received payment
Daily Gazette

by: Tara Branson



Illinois Department of Transportation

**PUBLIC HEARING
FOR
U.S. 30 ENVIRONMENTAL IMPACT
STATEMENT & PHASE I DESIGN REPORT**

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Schmaling Memorial Public Library
501 10th Avenue
Fulton, IL

Rock Falls Public Library 1007 7th Avenue Rock Falls, IL	Odell Public Library 307 S. Madison Street Morrison, IL
--	---

Sterling Public Library
102 West Third Street
Sterling, IL

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Jennifer J. Williams, P.E.
Studies & Plans Squad Engineer
Illinois Department of Transportation
819 Depot Avenue
Dixon, Illinois 61021
Phone: (815) 284-2271
TDD: (815) 284-1667
Fax: (815) 284-5486

May 14, June 11, 2011

Certificate of Publication

I, WNS Publications, certify that I am, and during the entire period of publication of the notice herein mentioned, was the publisher of The Fulton Journal; that the same is, and during all of said period was, a secular weekly public newspaper, printed and published in the City of Fulton, Whiteside County, Illinois, and of general circulation in said City, County and State; that a notice, _____

Public Hearing

EXHIBIT "D"

of which the annexed is a copy, was published in said paper 1 times, once each week for 1 successive weeks, that the date of the first and last of said papers containing said notice were respectively the 18th day of May A.D., 2011, and the _____ day of _____ A.D., 20____.

WNS PUBLICATIONS

By Sue Ratten, Mgr.

Fees for Publication: \$ 165.75

Paid by _____

WNS PUBLICATIONS

By _____, Mgr.



Illinois Department of Transportation

PUBLIC HEARING

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Dixon, Illinois 61021
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TDD: (815) 284-1667
Fax: (815) 284-5486

21-May 17

Certificate of Publication

WNS Publications, certify that I am, and during the entire period of publication of the notice herein mentioned, was the publisher of The Prophetstown Echo; that the same is, and during all of said period was, a regular weekly public newspaper, printed and published in the City of Prophetstown, Whiteside County, Illinois, and of general circulation in said City, County and State; that a notice, _____

Public Hearing

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WNS PUBLICATIONS

By Sue Ratten, Mgr.

Fees for Publication: \$ 156.00

Paid by _____

WNS PUBLICATIONS

By _____, Mgr.



Illinois Department of Transportation

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EIS is also available for public review and comment at IDOT's website (<http://www.dot.state.il.us/desenv/>) and at the libraries listed below:

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Debra J. Williams, P.E.
Traffic & Plans Squad Engineer
Illinois Department of Transportation
Depot Avenue
Morrison, Illinois 61021
Tel: (815) 284-2271
Fax: (815) 284-1667
Cell: (815) 284-5486

21-May 17

Certificate of Publication

I, WNS Publications, certify that I am, and during the entire period of publication of the notice herein mentioned, was the publisher of the The Review; that the same is, and during all of said period was, a secular weekly public newspaper, printed and published in the City of Port Byron, Rock Island County, Illinois, and of general circulation in said City, County and State; that a notice, _____

Public Hearing

EXHIBIT "D"

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WNS PUBLICATIONS

By Sue Ratter, Mgr.

Fees for Publication: \$ 185.25

Paid by _____

WNS PUBLICATIONS

By _____, Mgr.



Illinois Department of Transportation

PUBLIC HEARING

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Dixon, Illinois 61021
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TDD: (815) 284-1667
Fax: (815) 284-5486

21-May 17

Certificate of Publication

I, WNS Publications, certify that I am, and during the entire period of publication of the notice herein mentioned, was the publisher of the Whiteside News Sentinel; that the same is, and during all of said period was, a secular weekly public newspaper, printed and published in the City of Morrison, Whiteside County, Illinois, and of general circulation in said City, County and State; that a notice, _____

Public Hearing

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WNS PUBLICATIONS

By Sue Ratten, Mgr.

Fees for Publication: \$ 199.88

Paid by _____

WNS PUBLICATIONS

By _____, Mgr.



Illinois Department of Transportation

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200 W. Lincolnway
Morrison, Illinois 61270

IDOT will hold an open house public hearing to present proposed alternatives for improving U.S. 30. All interested parties are invited to attend and participate in the public hearing. You may attend any time between 1:00 pm and 7:00 pm. NO FORMAL PRESENTATION WILL BE GIVEN. IDOT personnel and representatives from their consultant team will be on hand to answer questions and receive comments about the proposed project. A Court Reporter will be available at the hearing to take oral testimony. The public may also submit written comments. All comments received by July 29, 2011 will be included in the official hearing record. Property acquisition and relocation assistance information will be available. Exhibits and maps of the proposals developed in the study will be available for review during the entire time, as will copies of the Draft Environmental Impact Statement (DEIS).

The DEIS is also available for public review and comment at IDOT's website (<http://www.dot.state.il.us/deisenv/inv.html>) and at the libraries listed below:

Schmaling Memorial Public Library
501 10th Avenue
Fulton, IL

Rock Falls Public Library
1007 7th Avenue
Rock Falls, IL

Odeil Public Library
307 S. Madison Street
Morrison, IL

Sterling Public Library
102 West Third Street
Sterling, IL

The document discusses the alternatives that were evaluated, including IDOT's two proposed alternatives, and the project's potential impacts on the natural and man-made environment in the study area. Comments on the DEIS can be sent to Mr. Eric S. Therkildsen, P.E. at the address listed at the bottom of this ad any time before July 29, 2011.

The hearing location is accessible to persons with disabilities. Persons with disabilities needing special accommodations or additional information should contact the person listed below at least 5 days prior to the public hearing.

Jennifer J. Williams, P.E.
Studies & Plans Squad Engineer
Illinois Department of Transportation
819 Depot Avenue
Dixon, Illinois 61021
Phone: (815) 284-2271
TDD: (815) 284-1667
Fax: (815) 284-5486

21-May 17

Certificate of Publication

I, WNS Publications, certify that I am, and during the entire period of publication of the notice herein mentioned, was the publisher of the The Review; that the same is, and during all of said period was, a secular weekly public newspaper, printed and published in the City of Port Byron, Rock Island County, Illinois, and of general circulation in said City, County and State; that a notice, _____

EXHIBIT "D"

Public Hearing
of which the annexed is a copy, was published in said paper 1 times, once each week for 1 successive weeks, that the date of the first and last of said papers containing said notice were respectively the 8th day of June A.D., 2011, and the _____ day of _____ A.D., 20____.

WNS PUBLICATIONS

By Sue R Patten, Mgr.

Fees for Publication: \$ 185.25

Paid by IL Dept of Transp.

WNS PUBLICATIONS

By Sue R Patten, Mgr.



Illinois Department of Transportation

PUBLIC HEARING

FOR

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT

The Illinois Department of Transportation (IDOT) will hold an open house public hearing to present the proposed project for a U.S. 30 four-lane facility from IL Route 136 east of Fulton to IL Route 40 in Rock Falls.

WHEN?

June 15, 2011
1:00pm to 7:00pm

WHERE?

United Methodist Church
200 W. Lincolnway
Morrison, Illinois 61270

IDOT will hold an open house public hearing to present proposed alternatives for improving U.S. 30. All interested parties are invited to attend and participate in the public hearing. You may attend any time between 1:00 pm and 7:00 pm. NO FORMAL PRESENTATION WILL BE GIVEN. IDOT personnel and representatives from their consultant team will be on hand to answer questions and receive comments about the proposed project. A Court Reporter will be available at the hearing to take oral testimony. The public may also submit written comments. All comments received by July 29, 2011 will be included in the official hearing record. Property acquisition and relocation assistance information will be available. Exhibits and maps of the proposals developed in the study will be available for review during the entire time, as will copies of the Draft Environmental Impact Statement (DEIS).

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1007 7th Avenue
Rock Falls, IL

Odell Public Library
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Studies & Plans Squad Engineer
Illinois Department of Transportation
819 Depot Avenue
Dixon, Illinois 61021
Phone: (815) 284-2271
TDD: (815) 284-1667
Fax: (815) 284-5486

21-June 8

Certificate of Publication

I, WNS Publications, certify that I am, and during the entire period of publication of the notice herein mentioned, was the publisher of The Fulton Journal; that the same is, and during all of said period was, a secular weekly public newspaper, printed and published in the City of Fulton, Whiteside County, Illinois, and of general circulation in said City, County and State; that a notice, _____

Public Hearing

EXHIBIT "D"

of which the annexed is a copy, was published in said paper 1 times, once each week for 1 successive weeks, that the date of the first and last of said papers containing said notice were respectively the 8th day of June A.D., 2011, and the _____ day of _____ A.D., 20____.

WNS PUBLICATIONS

By Sue R Patten, Mgr.

Fees for Publication: \$ 165.75
Paid by IL Dept of Transp.

WNS PUBLICATIONS
By Sue R Patten, Mgr.



Illinois Department of Transportation

PUBLIC HEARING FOR

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT

The Illinois Department of Transportation (IDOT) will hold an open house public hearing to present the proposed project for a U.S. 30 four-lane facility from IL Route 136 east of Fulton to IL Route 40 in Rock Falls.

WHEN?
June 15, 2011
1:00pm to 7:00pm

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The document discusses the alternatives that were evaluated, including IDOT's two proposed alternatives, and the project's potential impacts on the natural and man-made environment in the study area. Comments on the DEIS can be sent to Mr. Eric S. Therkildsen, P.E. at the address listed at the bottom of this ad any time before July 29, 2011.

The hearing location is accessible to persons with disabilities. Persons with disabilities needing special accommodations or additional information should contact the person listed below at least 5 days prior to the public hearing.

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Fax: (815) 284-5486



State of Illinois
Pat Quinn, Governor

Illinois Department of Transportation
Gary Hannig, Secretary

FOR IMMEDIATE RELEASE

June 8, 2011

CONTACT:

Jay Howell
FAX
TTD

815/284-5351
815/284-5486
888/642-3457
www.dot.il.gov

Dixon, IL – The Illinois Department of Transportation announces that a public hearing will be held to present the proposed project for a US 30 four-lane facility from IL 136 east of Fulton to IL 40 in Rock Falls. The open house format hearing will be held **Wednesday, June 15, 2011, from 1:00 to 7:00 p.m. at the United Methodist Church in Morrison, Illinois.** The public will have an opportunity to comment on the two proposed alternatives to be studied further as part of the upcoming Final Environmental Impact Statement Study and Phase I Design Report for the project.

IDOT personnel and representatives from their consultant team will be present at the public hearing to answer questions and receive comments about the proposed project. A court reporter will be available to take oral testimony, and written comments will also be accepted. Property acquisition and relocation assistance information will be available. Exhibits and maps of the proposals developed in the study will be available for review during the meeting, as will copies of the Draft Environmental Impact Statement (DEIS).

In order to facilitate the public involvement process, the DEIS is available for review and comment at IDOT's website, <http://www.dot.state.il.us/desenv/env.html>, and at the public libraries in the communities of Fulton, Morrison, Rock Falls, and Sterling. The document discusses the alternatives that were evaluated and the project's potential impacts on the natural and man-made environment in the study area.

IDOT encourages members of the community to review the DEIS and send comments on the two proposed alternatives to Mr. Eric S. Therkildsen, P.E., 819 Depot Avenue, Dixon, IL 61021. You may also submit your comments using the project website, <http://www.dot.il.gov/US30/Index1.html>, online comment form or by calling the project hotline at 1-866-ROUTE30 (1-866-768-8330). All comments received by July 29, 2011 will be included in the official hearing record.



Illinois Department of Transportation

IDOT invites you to attend a Public Hearing for the proposed U.S. 30 project

The Illinois Department of Transportation (IDOT) will host an **Open House Public Hearing** to present and receive comments on the Draft Environmental Impact Statement (DEIS) and two proposed alternatives for a **U.S. 30 four-lane facility** from IL Route 136 east of Fulton to IL Route 40 in Rock Falls.

DATE: June 15, 2011

TIME: 1:00pm to 7:00pm

LOCATION: United Methodist Church

200 W. Lincolnway, Morrison, IL 61270



For more information, please contact the U.S. 30 project hotline at 1-866-ROUTE30 or 1-866-768-8330, or visit the project website, www.dot.il.gov/us30/index1.html.



Illinois Department of Transportation

**IDOT invites you to attend a
Public Hearing for the proposed
U.S. 30 project**



Hudson & Associates, LLC
1204 Washington Avenue, Suite 400
St. Louis, Missouri 63103

Public Hearing



Appendix C

Stations

- Station 1: Welcome and Sign In sheet
- Station 2: Project Overview PowerPoint Presentation
- Station 3: Typical Sections
- Station 4: Alternative Routes Displays
- Station 5: Community Advisory Group (CAG)
- Station 6: Draft Environmental Impact Statement (DEIS)
- Station 7: Property Owner Maps
- Station 8: Public Comment
- Station 9: Court Reporter

**U.S. 30 ENVIRONMENTAL IMPACT STATEMENT &
PHASE I DESIGN REPORT**



WELCOME TO THE U. S. 30 PUBLIC HEARING

**Public Hearing
Wednesday, June 15, 2011**



Illinois Department of Transportation



U.S. Route 30 Environmental Impact Statement and Phase I Design Report
PUBLIC HEARING

Wednesday, June 15, 2011
1:00 p.m. – 7:00 p.m.

United Methodist Church
200 W. Lincolnway, Morrison, Illinois

Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Amber Wood	631 Genesee Ave Morrison	(815) 291-4595	amberleighwood@gmail.com	
RICH LAPPA SR	20860 WHITE OAKS RD MORRISON	815-772-4656		
JOANNE LAPPA	" "	" "		
Scott Smith	1508 FLOAK AVE BF	815-631-5330		
Paul Vandermyde	320 W. Jackson Morrison	815-772-3652		
Gordon Hahn	106 Carolee Lane	815-772-8187		
Paul Walker	13365 Garden Plain RD MORRISON	815-712-8930		
TOM DETERRA	3601 HAWK OAKS DR MORRISON, IL	563-242-7152	TOMDETERRA@MCHSIL.COM	IA IL H.P.
ROLAND EBBERS	304 OAK ST MORRISON, ILL.	815-772-4370	gg.hartz@FRONTIER.NET, NE I	
GLADYS HARTZ	11700 LINCOLN RD MORRISON	815-772-8121	gg.hartz	
GENE HARTZ	" "	" "		
Stephanie Vavra	218 W. Main St. - Suite 100 Morrison	815-772-8718	Stephanie@thecity1.com	thecity1.com
Gordon L. Zschiesche	500 Int. St. E. Lyndon, IL	612-61 (815) 778-3624	ZSHE1@LIVE.COM	
Sharon Moore	310 W. Lincolnway Morrison	612-70 (815) 230963	sharonmoore@mchsi.com	
Mary Wright	13821 Creamery Morrison	815-441-8904		
Randy Shyne	304187 Albany Il. 61230	309-887-4245		
Doreen VanVleet	12630 Prairie Center Rd	815-985-5450		
Richard VanVleet	12630 Prairie Center Rd	815-985-5450		
JOHN GENTZ	708 W. LINCOLNWAY MORRISON	815-772-4848		
JOHN PETNAGE	701 N GENESSEE MORRISON	815-772-3866		

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!



U.S. Route 30 Environmental Impact Statement and Phase I Design Report
PUBLIC HEARING

Wednesday, June 15, 2011
1:00 p.m. – 7:00 p.m.

United Methodist Church
200 W. Lincolnway, Morrison, Illinois

Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
MARY CARLSON			ws@news@thornhill.net	WSOR / Media
Bill Abbott	6267 Penrose Rd. Fulton Ia	815-689-2434		FARMER
RON CORLAN	114 E. Main St, Adams, Ia	815-772-7441		
Scott Richer	13677 Crosby Rd.	772-4520		
Danae Pickels	"	"		homeowner
DAVID DIMOND	9781 Ruether Rd	772 441-1419		
DOUG RAY	PO BOX 39 Princeton IL	815-872-3276	rayfarm@comcast.net	RAY FARM MANAGEMENT
Bill & Sue Brinkman	11879 Yager Rd Lyndon	815-499-9598	brinkman6@hotmail.com	
Mary Snook	14631 Warden Rd. Morrison	815-499-8598	M.SNOOK1@HOTMAIL	
SIM WISS	CITY OF MORRISON	815-772-8247	JWISS@MORRISONIL.ORG	
STEVE HARING	WHI Co. Hwy	815-772-7651		
STEVE & JOYCE MILEY	17955 HILLSIDE RD. MORRISON	815-772-2681		
DAVID S STOUT	14749 NORRIS RD MORRISON	815-772-9999	stout.vulture@pirbgnail.com	
JANE HEATH	13889 LINCOLN RD. MORRISON	815-772-4513	gmajane@frontiernet.net	
JOHN STOUT	504 MAPLE AVE	815-772-4790	J.S.TOUT@MCKISL	
Frances Bishop (FRANCES BISHOP)	20510 White Oak Rd. Morrison	815-772-2493	JFBishop1@hotmail.com	
Al & Lynne Drews	16911 TANGLEWICK DR. MOR	815-772-4558	J.DREWSLA@FRENTER.COM	
Russ & Patricia	19222 HACKER RD	815-441-4224		
Marta Dyden	11506 Garden Plain Rd	815-772-7590		
Helen R. Harway	11269 Prairie Center Rd. Morrison	815-772-2257		

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U.S. Route 30 Environmental Impact Statement and Phase I Design Report
PUBLIC HEARING

Wednesday, June 15, 2011
1:00 p.m. – 7:00 p.m.

United Methodist Church
200 W. Lincolnway, Morrison, Illinois

Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Glen R. Ruhlomier	1011 6th Ave, Rock Falls IL	815 626 5573		Blackhawk Hills RC+D
Bill Conboy	607 Diamond Ct. Morrison	815-772-4875		
MARK KAISER	USDA/area 16233 Liberty St. MORRISON	815-772-2124 ext 3		
EVERETT PAMMER	608 Greenwood - Morrison IL	815-772-2528		Morrison Area Devel Corp.
BOB DOESCHER	116462 NORTON RD - MORRISON	815-772-8441		
Bob Fleety	5027 Meadow Ln Morrison	815-772-3924		
LINDA LEE ANDERSON	12931 Crosby Rd. Morrison	815 499 5721		
Gloria J. J. J. J.	11157 Prairie/center Morrison	815-772-3971		
Mary Ann Ventresca	17357 Hwy 100 Morrison	815-772-3009		
Bill Henschel	17530 Midland Rd Morrison	4127		
Bill & Alice Senior	500 Elm St. Morrison	772-3072		
Spencer Lockman	20862-20th St. Oak Rd. Man	772-7466		
Susan HAMSTRA	16427 Malvern Rd Morrison	815-772-3141		
FRED HAMSTRA	" " "	" " "		
Kathy Pedersen	300 W. Main St.	815-772-5423		
Allen Buikema	13079 Feldman Rd. Morrison, IL	815-441-9628		
Markus Gray	218 West Main St, Morrison IL	815-772-5360		
George Benson	15686 2nd St. Morrison	815-772-3133		
Paula Berg	606 W. Lincolnway	815-588-5241		CAG - Morrison Mgmt

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Illinois Department of Transportation



U.S. Route 30 Environmental Impact Statement and Phase I Design Report
PUBLIC HEARING

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United Methodist Church
200 W. Lincolnway, Morrison, Illinois

Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Joyce Medema	13577 1/2 Side-Morrison	815-441-3436	none	land owner
Valerie Haisner	2326 12th St, Peoria, IL	815-223-7311	"	"
Ant Englem	15252 Yorktown Rd Morrison			
Doug Kuehler	12903 Malvern Rd Morrison			
Larry Dykstra	229-3rd Street Fulton			
Chris Hubby (a)	9470 Lincoln Hwy, Morrison	630-290-9393	Greasebitch@aol.com	Business owner
John Bishop	20810 White oaks Rd. Morrison, IL	815-772-2493	jbishop1@hotmail.com	home owner (CAC)
Julie Alesee	3445 Daley Oaks Dr	563-259-8961	j.alesee@clintonia.com	Clinton Chamber
Steven Ames	144 8th St. Clinton IL	563-242-4534	Steve@ClintonTechnology.com	Clinton Dev
Yvonne Paseman	15661 Millard Rd Morrison			
Greg W. V. Sowa	601 W. 10th St. Rock Falls	815-632-1545	greg@rockfallschamber.com	Rock Falls Chamber of Commerce
Roger Pell	17218 Lincoln Rd Morrison	815-772-2879		
GARY HAMPENGA	1004 Valley View Dr Fulton	815-589-2123	gary.hampenga@verisfargo.com	
Karen Zindman	1023 Hilltop Morrison	815-772-3084	oboyke@frontiernet.net	
Harvey Zindman	1023 Hilltop Morrison	815-772-3084		
Frank Belt	12985 Feldman Rd Morrison	815-972-2274	none	land owner
Denise Belt	" " "	"	"	"
Denise Belt	" " "	"	"	"
Larry Belenka	9 Kura Ct Washington IL	309-444-9283		Dorothy Nelson - land owner
Catherine Rando	715-3 Melody Ct Morrison	815-772-7317	Crambo@comcast.com	

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!



U.S. Route 30 Environmental Impact Statement and Phase I Design Report
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**Wednesday, June 15, 2011
1:00 p.m. – 7:00 p.m.**

United Methodist Church
200 W. Lincolnway, Morrison, Illinois

Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Jeff Meisner	17578 Benton Hill Rd	815-772-3501		
Marlene J. OSERHANS	P.O. Box 3111 Davenport 30 2208	563-508-1731	moster1214@aol.com	
Betty J. Steiner	200 E. Knox Morrison IL 60202	815-772-5183	bsteiner@ Whiteside.ORG	Whiteside ED/EZ
Gary Russell	200 W 12th St. Fulton IL 61509	815-509-4581		
James L. Gamm	15430 Moline Rd. Ligonier	815-772-3389		
Meredith Gamm	501 Crestview Dr	815-772-4727		
Dave Rose	41426 Bellevue Rd	563-242-7631		
STEVE HOLLISTER	401 E WINFIELD ST MORRISON	815-772-4032		
John Dickey Jr.	18795 Henry Rd Morrison	772-7737		
Deborah Markel	715 10th Ave Fulton	(815) 589-3504		
Deborah Dickey	18795 Henry Rd Mor	815-772-2564		
Ron Wernier	13629 Garden Plain Road	815-772-4495		
HAL SMYDER	15216 MORRISON RD. MORRISON	815-772-2037		
W. KILGUS	14932 MORRISON RD. MORRISON	815-772-2121		
Franky Ann Diddup	10338 Kruger Rd MORRISON	815-772-4977		
Kathleen S. Ford	19287 LAKE RD MORRISON	815-772-4780		
JAMES SCOTT	600 Hickory Hills Dr	815-772-7595		
Kent Forth	19287 LAKE RD. MORRISON	815-772-4780		
Larry Meyer	20640 WHITE OAKS RD	815-772-4632		

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Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Jay Thyne	1720 Lincoln Rd	815-772-2621	thynes5@citlink.net	
John Thyne				
Gilbert L Stralow	2261 Lincoln Rd	815-772-4721		
Martha (Marti) Wood	208 W. WINDFIELD MORRISON	815-590-2378	ilovemusicboxes@hotmail.com	alderman Morrison
Susan Gomez	400 E Main Morrison	815-772-4671		
Alan Manchester	17530 Mulford Rd Mor	- - 4127		
Eric Benson	12044 Sawyer Rd, Morrison	815-778-3009		
KENNETH MEINSMAN	14117 ROUND GROVE RD, MORRISON	815-472-9183		
Edith Reiss Pfeiffer	931 2nd Ave So Clinton	563-243-7751		
Garvin Stewart	6350 W Leander Dr	515-912-3984		
Heather Bennett	415 14th Ave Fulton, IL 61822	815-589-4545	chambercityoffulton.us	Fulton Chamber of Commerce
Jim VEETER	11791 LINCOLN Rd MORRISON	815-772-3294		
Deann Burkholder	10320 GARDEN PLAIN RD	309-236-6239		
Andree Morgan	7111th Ave			
Curtis Corinne Bender	507 S Orange Morrison	815-772-4749	morrisonchamber@frontiernet.net	Morrison Chamber
Robert Hamblen	19147 HOLLY RD	815-772-7606		HAWSTAP CARPET CLEANING
Doernum Steve Stephen	11489 Ward Rd Morrison	815-772-7197	dsieflken7@gmail	
ARETE KAIENBISKEY	604 ASH MORRISON	815-772-2907	ARETE@RC5minits.kimar.com	SCENIC STAGELINE, INC
Wendy S Bush	16671 NORTON RD	815-772-2520		
Linda Snyder	15216 Norrish Rd, Morrison	815-772-2037	ksnydz@yahoo.com	

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U.S. Route 30 Environmental Impact Statement and Phase I Design Report
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NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Margie Belenue	1200-8 Ave. - Fulton, IL	815-589-4440		
Shawn Tegeler	808 Jackson St. Piquetteville IL	815-499-9978		
Charles Warkulko	1006 Colerwood Dr.	815-772-7936		city of Morrison
Will Thordike	"	"		
Roger Johnson	1209 - 9th Ave. Fulton, IL	815-589-2412		
Greg Shaw	Morrison IL	815-772-4757		
Robert Shaw	Morrison, IL	"		
Johnathan	210 St. Francis, Morrison	815-772-4876		
Johnathan	"	"		
Chris King	21210 Lincoln Rd	625-1348		
Don Bauer	207 RASLER RD QUE MORRISON 62206			MORRISON FIRE DEPT
JOE R BEELER	20640 White Oaks Rd Morrison	815/772-4632		
Darlene (Mayer)	20644 White Oaks Rd, Morrison	815-772-4342		
Cheryl Carabianis	13400 Prairie Center Rd, Morrison	815-772-3087		
Dick Bush	16409 Bishop Rd, Morrison	772-2532		
John Brockenrope	16409 Bishop Rd, Morrison	815-772-2532		
John Brockenrope	15405 Lincoln Rd Morrison IL	815-772-4642		
John Brockenrope	13515 Trevelock Dr Morrison IL	815-772-3433		
William S. Huber	15725 Norwood Rd Morrison	815-772-7123		
Margie Baer	14225 265th St W Cordova			IL House

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U.S. Route 30 Environmental Impact Statement and Phase I Design Report
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NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Donald F. Bled	14215 Blue Moon Rd	815-472-2695		
Perry Looet	201 E 41st Lynn Ln	778 414		
BOB #DIXIE JOHNSON	1414 N. CHERRY ST. GAGESBURG, IL (309)	368-4225		
Michael J - Kearney	200 5th. Ave. S. # 304 Clinton	563-242-0914	Kearneyealum.wustl.edu	
Gary + Barb Gietken	9084 Lincoln Rd. Fulton IL	815-772-3093		
Sherry Schwartz	13781 Prairie Center Rd Morrison	815-772-3664	Schwartzcps@yahoo.com	
Penelope Legato	9052 Buick Rd Morrison	815-772-2860		
Harlan Johnson	20711 Lincoln Rd Morrison	815-772-4221		
Gary + Krista Simpson	14240 Lister Rd Morrison	815-772-7773		
Mark Schuster	15778 Hazel Rd Morris	815/772-2196	Schustersmotors@frontier.net	Schusters Motors
Almond + Qing	13845 Finch Rd Morrison	815/772-4582		
Shing + Amy Long	509 Meadows Ln	815-772-2727		
Steve Hunter	12361 Garden Plain Rd	815-718-3253		
Yvonne + David	206 Cedar St. Morrison	815-772-2633		
an Farnell				
Mr + Ma Orille Bush	16333 Hazel Rd Morrison	815 772-2396		
Suellen Girvan	110 E Main St. Morrison	815-772-2064	Suellen.girvan@morrisschools.org	Morrison CUSD #6
Jerry Stuart	701 W Morris Morrison IL	815 772 2494		
Walter Wersama	Box 353	815 772 2974	Wiersema@yahoo.com	
	11029 Prairie Center Road, PO 353 Morrison, IL 60			

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!

check address



U.S. Route 30 Environmental Impact Statement and Phase I Design Report
PUBLIC HEARING

Wednesday, June 15, 2011
1:00 p.m. – 7:00 p.m.

United Methodist Church
200 W. Lincolnway, Morrison, Illinois

Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
ZENAIDA G. GRANADA	1311 N. OAKLEY BLVD. CHICAGO, IL 60622	773-904-7490	zenygranada@gmail.com	
David J. Weber	6024 E. Lincolnway	815 772 2641	dweber@frontiernet.net	
Nancy Yarnwest	406 N. Base, Morrison	815-772-7334		WNS-Media
Handy Bonnem	6238 Fulton Rd	815-589-3484		
Jack Oleson	13801 Foster Rd, Morrison	815-772-3013		
Gerald & Matthew	19873 Lincoln Rd Morrison	815-772-4192		
Rosemary Rodge	8889 Lincoln Rd, Fulton	815-772-8251		
Kay Hood	502 E. High, Morrison, IL	815-535-1644		
Ken Kophamer	118 E. Main St. Morrison, IL	815-631-6115		
Brian Doyeur	20108 Lincoln Rd Morrison IL	815 772 4367		
Ken Petersen	16820 Tanglewood Dr -			
Anita Goodman	11584 Garden Plenum Rd	815-772-4698		
Wm Medema	13577 Hillside Rd Morrison IL	815-629-8381		
Leo Sullivan	746 Milnes Dr Morrison IL	815-772-5818		Official
Barb Kophamer	PO Box 150 Morrison, IL	815-772-4850	b.kophamer@yahoo.com	
Gerald Schaeffer	801 13TH AVE FULTON IL	563-212-2431		
Maech Smith	101 Park Plaz Clinton IL	563-212-0582	msmith@clintonia.com	Clinton CVB
Doug Halesinger	16640 Sand Road Fulton, IL	563-559-0248	dougmaundyh8@frontiernet.net	

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!



U.S. Route 30 Environmental Impact Statement and Phase I Design Report
PUBLIC HEARING

Wednesday, June 15, 2011
1:00 p.m. – 7:00 p.m.

United Methodist Church
200 W. Lincolnway, Morrison, Illinois

Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
GERALD MEWSMA	12910 YAGER RD MORRISON	815-772-3060		FARMER
RICK SMITH	14910 Schipper Lane Morrison	815-772-2346		LABORER
Frank Vandermyde	702 Glenwood Dr Morrison	815-772-4834		Farmer
CHARLOTTE GUNTER	Rt 30 & AT INDIAN RIDGE	815-718-9415		SECTRS. CHURCH OF GOD
JEFF WOODWORTH	11880 YAGER Rd Lyndon	815-718-3391		FARMER
ARLYN FOLKERS	24013 HAZEL RD STERLING	815-626-3170		
GARY RABORAR	19212 Acker Rd FIRM	815-589-3791		Farmer
Doug Vandermyde	600 Diamond ct, Morrison	815-772-4902		Highway Commission / Farmer
Joanly Vetter	10909 Papin Ln Rd Morrison	815-772-7768		
Adams / Reed	20736 White Oak Rd Morrison	815-772-7155		
John Quirk	9868 Krueger Rd Morrison	815-772-2496		
Wendy / be	921 River Rd Oakton	815-772-2496	815-772-2496	
Louis Sidor	14366 Sawyer Rd	815-772-8722		
KATHY SEUL	"	"		
KIM VANDERMYDE	15213 NORRISH RD MORRISON	815-772-4953		PAYROLL CLERK / CGA MEDICAL CENTER

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!



Wednesday, June 15, 2011
1:00 p.m. – 7:00 p.m.

United Methodist Church
200 W. Lincolnway, Morrison, Illinois

Sign-In Sheet

[illegible]

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!



U.S. Route 30 Environmental Impact Statement and Phase I Design Report
PUBLIC HEARING

Wednesday, June 15, 2011
1:00 p.m. – 7:00 p.m.

United Methodist Church
200 W. Lincolnway, Morrison, Illinois
Court Report

Sign-In Sheet

NAME (Please Print)	ADDRESS	PHONE	EMAIL	ORGANIZATION/BUSINESS (if applicable)
Rosemary Rodgers	8889 Lincoln Rd Fulton	(85) 772-8254		Homeowner
Orville Blush	110333 Hazel Rd, Morrison	(85) 772-2396		Farmer
Suellen Girard	110 E. Main Morrison	(85) 772-2004		Business
Frances Bishop	20810 White Oaks Rd Morrison	(85) 772-2493		Homeowner
William Brinkman	11879 Yager Rd, Lyndon	(85) 718-3590		Landowner
Susan Brinkman	11879 Yager Rd, Lyndon	(85) 718-3590		Landowner
Rosemary Mary Smoke	14103 Garner Rd Morrison	(85) 499-8598		Landowner
Chris Hruby	9470 Lincoln Rd Morrison	(85) (630) 240-9393		Business
James Hruby	9470 Lincoln Rd Morrison	(630) 240-9393		Business
John Stoudt	504 Maple Ave Morrison	(85) 772-4790		Homeowner
David Stoudt	14746 Morrish Morrison	(85) 772-9959		Homeowner
LDS Workman	20862 White Oaks Rd Morrison	(85) 772-7469		Homeowner
Larry Russell	415-11th Avenue Fulton	(85) 589-2616		Business
George Bennett	15686 Bunker Hill Rd Morrison	(85) 772-3133		Farmer
Violet Stoudt	14749 Morrish Rd Morrison	(85) 772-9959		Homeowner
James Scott	600 Hickory Hills Dr. Morrison	(85) 772-7595		Homeowner
Larry Elam Brackemyer	110409 Bishop Rd Morrison	(85) 772-2532		Farmer
Douglas Parrier	1716 Ridgewood Dr. Morrison	(85) 772-2328		Homeowner
Louis Sedig	14366 Sawyer Rd Morrison	(85) 772-8722		Homeowner
Kathy Sedig	14366 Sawyer Rd Morrison	(85) 772-8722		Homeowner

THANK YOU FOR BEING HERE! YOUR INPUT IS IMPORTANT TO THIS PROCESS!!

**U.S. 30 ENVIRONMENTAL IMPACT STATEMENT &
PHASE I DESIGN REPORT**



WELCOME TO THE U. S. 30 PUBLIC HEARING

**Public Hearing
Wednesday, June 15, 2011**



Illinois Department of Transportation

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



The following presentation will provide you with an overview of the U.S. 30 four-lane study from IL 136, east of Fulton, to IL 40 in Rock Falls. This study began in June of 2007.



U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



Thank you for taking the time to review this presentation. Please speak with an IDOT employee or consultant team member if you have any comments or questions.

We appreciate your attendance and interest in the U.S. 30 project.

Public Hearing
Wednesday, June 15, 2011



Illinois Department of Transportation

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



WHAT IS THE PURPOSE OF THIS MEETING?

- Review the two proposed alternatives
- Receive public comments
 - Two proposed alternatives
 - No-build alternative



Public Hearing
Wednesday, June 15, 2011



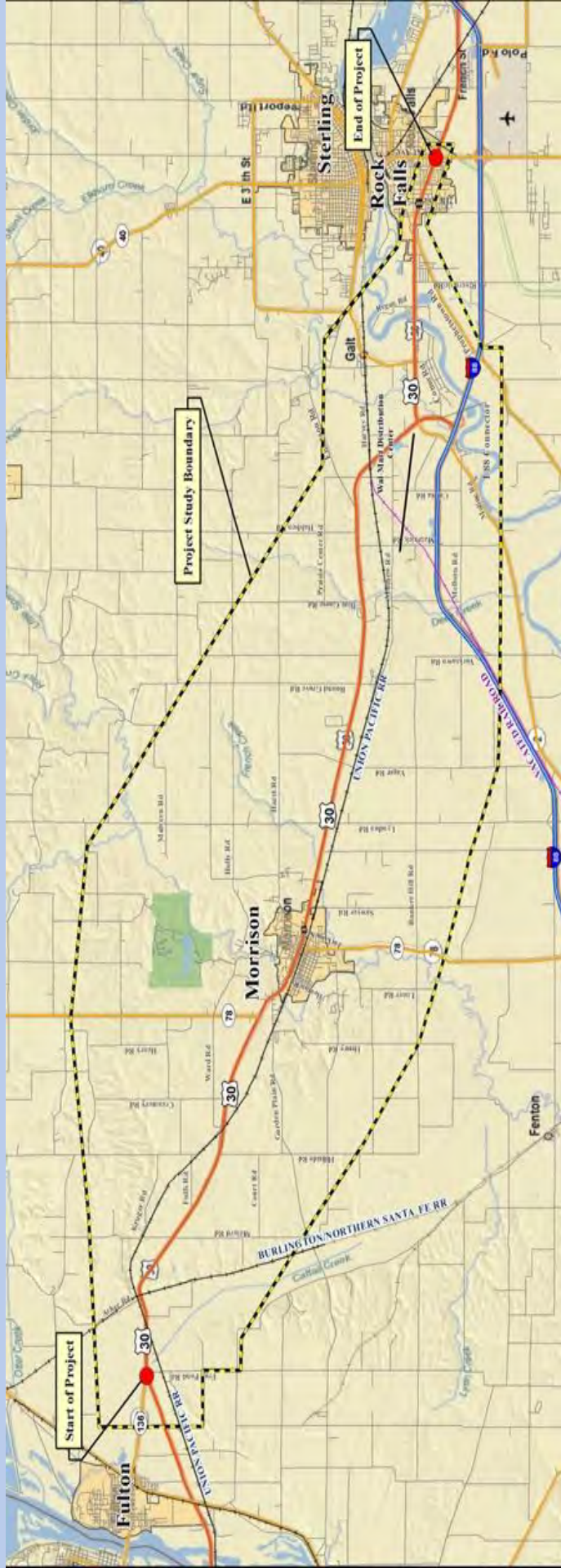
Illinois Department of Transportation

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



U.S. 30 PROJECT BEGAN IN 2007

Project study area is from IL 136/Frog Pond Road to IL 40
Approximately 24 miles long and 10 miles wide



Public Hearing

Wednesday, June 15, 2011

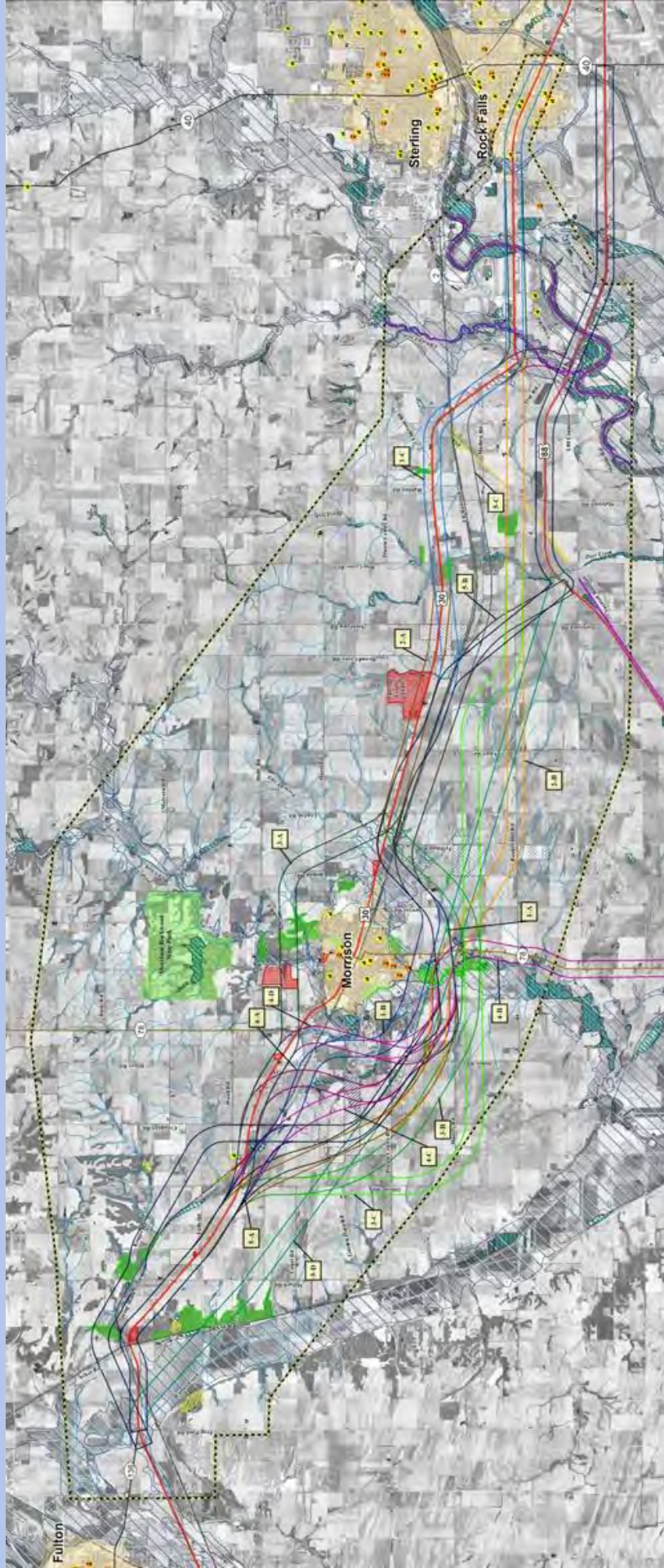


Illinois Department of Transportation

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



IN 2007, CORRIDORS CREATED BY COMMUNITY ADVISORY GROUP



Public Hearing
Wednesday, June 15, 2011



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U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



2008 AND 2009

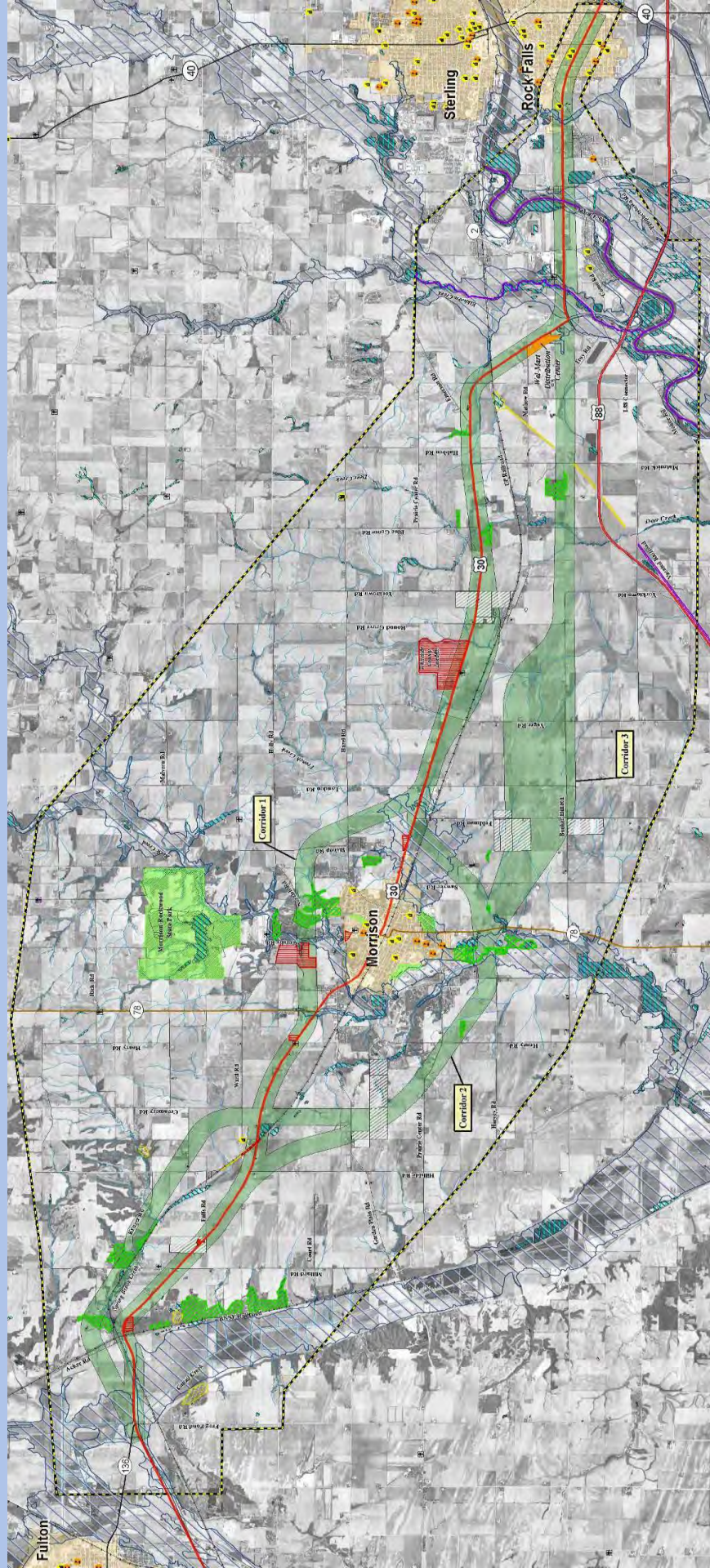
- Corridors screened against natural and man-made environmental resources
- Resulted in three corridors - 1400 feet wide



U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



THREE SELECTED CORRIDORS



Public Hearing
Wednesday, June 15, 2011



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U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



ALTERNATIVES DEVELOPMENT

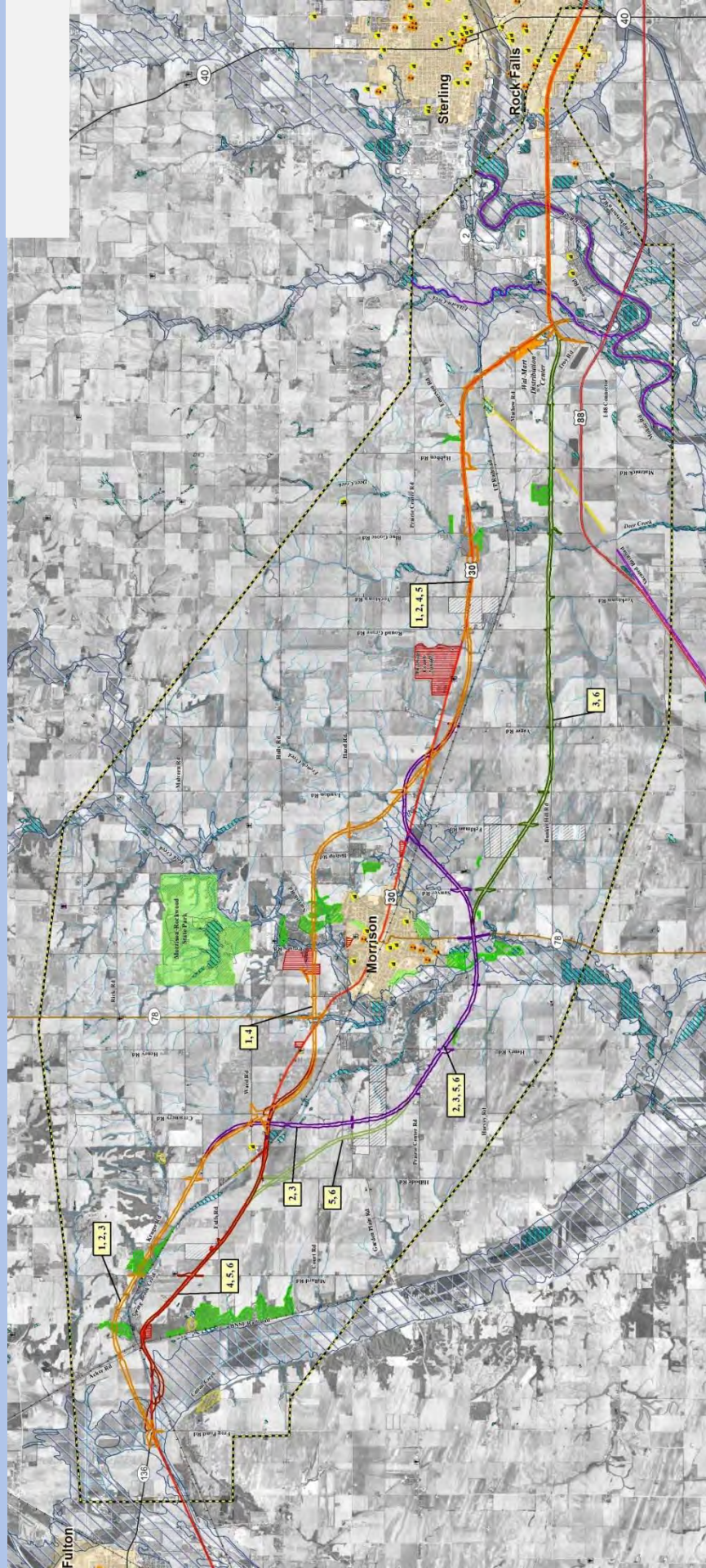
- Initial alternatives developed within the 3 corridors
- Alternatives were screened against environmental resources
- As a result, six alternatives were carried forward for further study





U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT

SIX ALTERNATIVES - 2010



Public Hearing
Wednesday, June 15, 2011



Illinois Department of Transportation

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



PUBLIC INPUT ON THE SIX ALTERNATIVES

Results of public comments:

- Utilize more existing roadway
- Cause least impacts to adjacent properties



U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



ALTERNATIVES THAT BEST MET CRITERIA

Alternatives 4 and 5 chosen

- Best utilizes existing roadway
- Least environmental impacts
- Best facilitates movement through the corridor

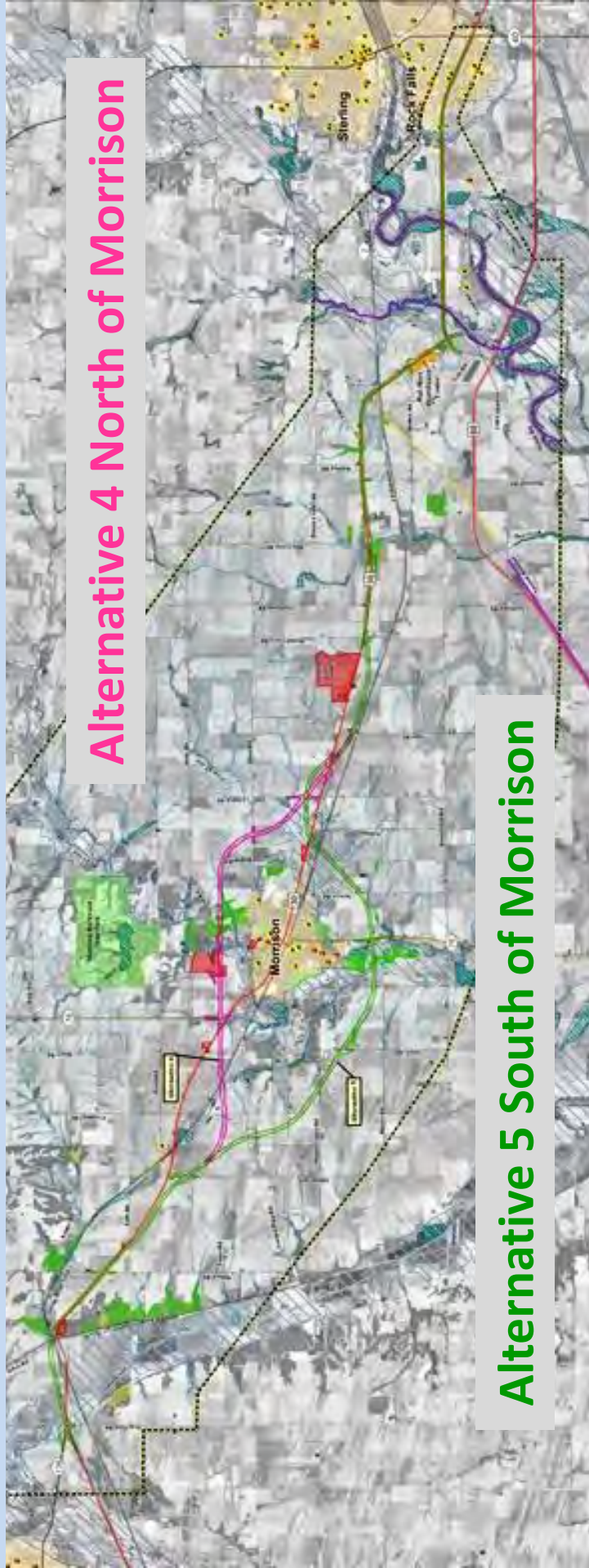


U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



ALTERNATIVES 4 and 5 - 2011

**Alternatives 4 and 5 share the same alignment along
U.S. 30 east and west of Morrison.**



Alternative 4 North of Morrison

Alternative 5 South of Morrison

Public Hearing
Wednesday, June 15, 2011



Illinois Department of Transportation

**U.S. 30 ENVIRONMENTAL IMPACT STATEMENT &
PHASE I DESIGN REPORT**



ALTERNATIVES 4 AND 5 ON DISPLAY TODAY

**Public Hearing
Wednesday, June 15, 2011**



Illinois Department of Transportation

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



WHAT IS AN ENVIRONMENTAL IMPACT STATEMENT (EIS)?

An EIS is a document that discusses the direct and indirect effects a project has on the environment. Projects like U.S. 30 (new four-lane roadways on new alignment), that typically could have “significant” impacts to the environment or public opposition require the preparation of an EIS under the National Environmental Policy Act (NEPA).



U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

What is in the DEIS?

- Purpose and Need for project
- The environmental resources identified throughout the project study area
- Impacts of the build alternatives on those resources
- Figures & public involvement information



U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



HOW TO VIEW DEIS

DEIS Available:

- Community libraries - Fulton, Morrison, Rock Falls, and Sterling
- Website : www.dot.il.gov/desenv/Environment/309/option.html
- IDOT - District 2 Office in Dixon
 - By appointment



Public Hearing
Wednesday, June 15, 2011



Illinois Department of Transportation

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



YOUR INPUT MATTERS

- Review the two proposed alignments
- Provide comments by:
 - Speaking with the court reporter
 - Filling out a comment form
 - Calling 1-866 ROUTE30 (1-866-768-8330)



**U.S. 30 ENVIRONMENTAL IMPACT STATEMENT &
PHASE I DESIGN REPORT**



**All Comments Must
Be Received by IDOT
No Later than
*July 29, 2011***

Public Hearing
Wednesday, June 15, 2011



Illinois Department of Transportation

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



NEXT STEPS

- Identify a Preferred Alternative
- Final Environmental Impact Statement
- Record of Decision





IDOT Would Like to Thank You for Coming to Today's Meeting...





**...Please Proceed to
View the Displays
and Provide
Comments...**

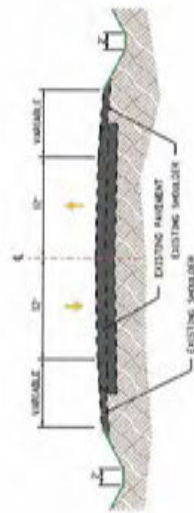




**...All Comments Will
Become Part of the
Public Coordination
for this Project.**



US 30 RURAL TYPICAL SECTION

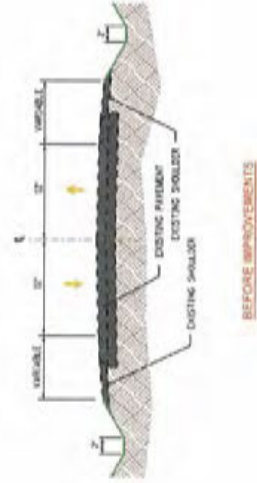
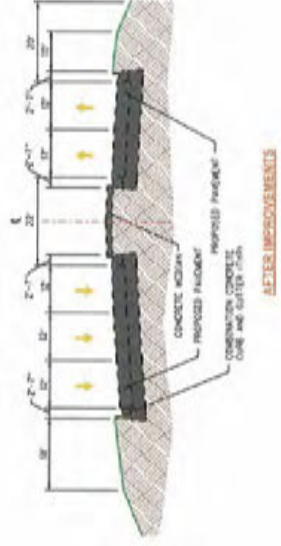


BEFORE IMPROVEMENTS

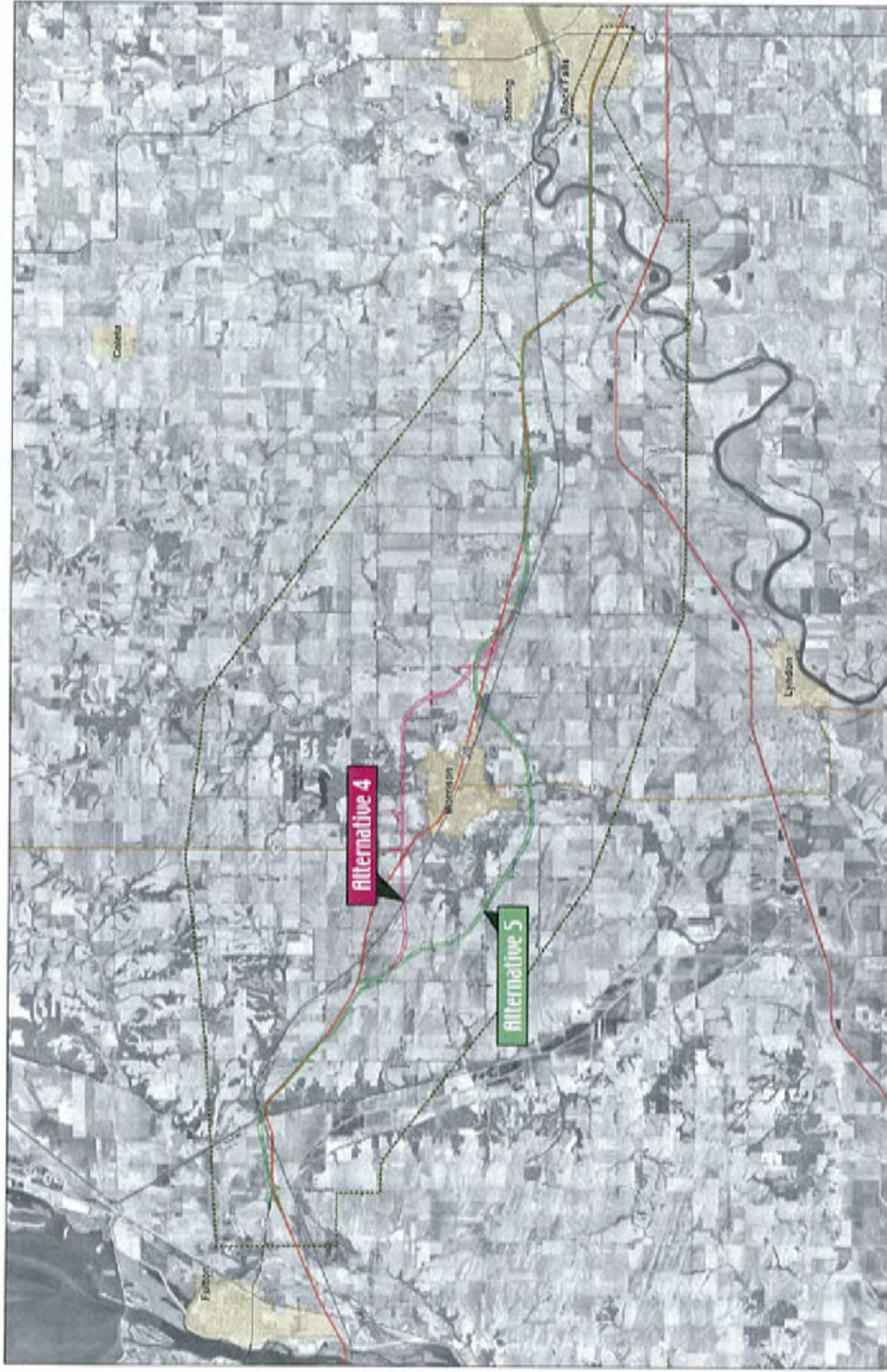


AFTER IMPROVEMENTS

US 30 URBAN TYPICAL SECTION



Map of Build Alternatives 4 and 5





Illinois Department of Transportation



U.S. 30 Environmental Impact Statement and Phase I Design Report

United Methodist Church
200 W. Lincolnway, Morrison, Illinois

Wednesday, June 15, 2011
1:00 pm – 7:00 pm

Community Advisory Group (CAG)
Staffing for Public Hearing

NAME	TIME 1:00pm – 3:00pm
Bill Abbott	
NAME	TIME 3:00pm – 5:00pm
Elizabeth Pannier	
BAB DEES	
NAME	TIME 5:00pm – 7:00pm
Barb Suehl-Janis	
Arlyn Folkers	

**U.S. 30 ENVIRONMENTAL IMPACT STATEMENT &
PHASE I DESIGN REPORT**



DRAFT ENVIRONMENTAL IMPACT STATEMENT

Public Hearing
Wednesday, June 15, 2011



Illinois Department of Transportation

U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



WHAT IS AN ENVIRONMENTAL IMPACT STATEMENT (EIS)?

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U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

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U.S. 30 ENVIRONMENTAL IMPACT STATEMENT & PHASE I DESIGN REPORT



HOW TO VIEW DEIS

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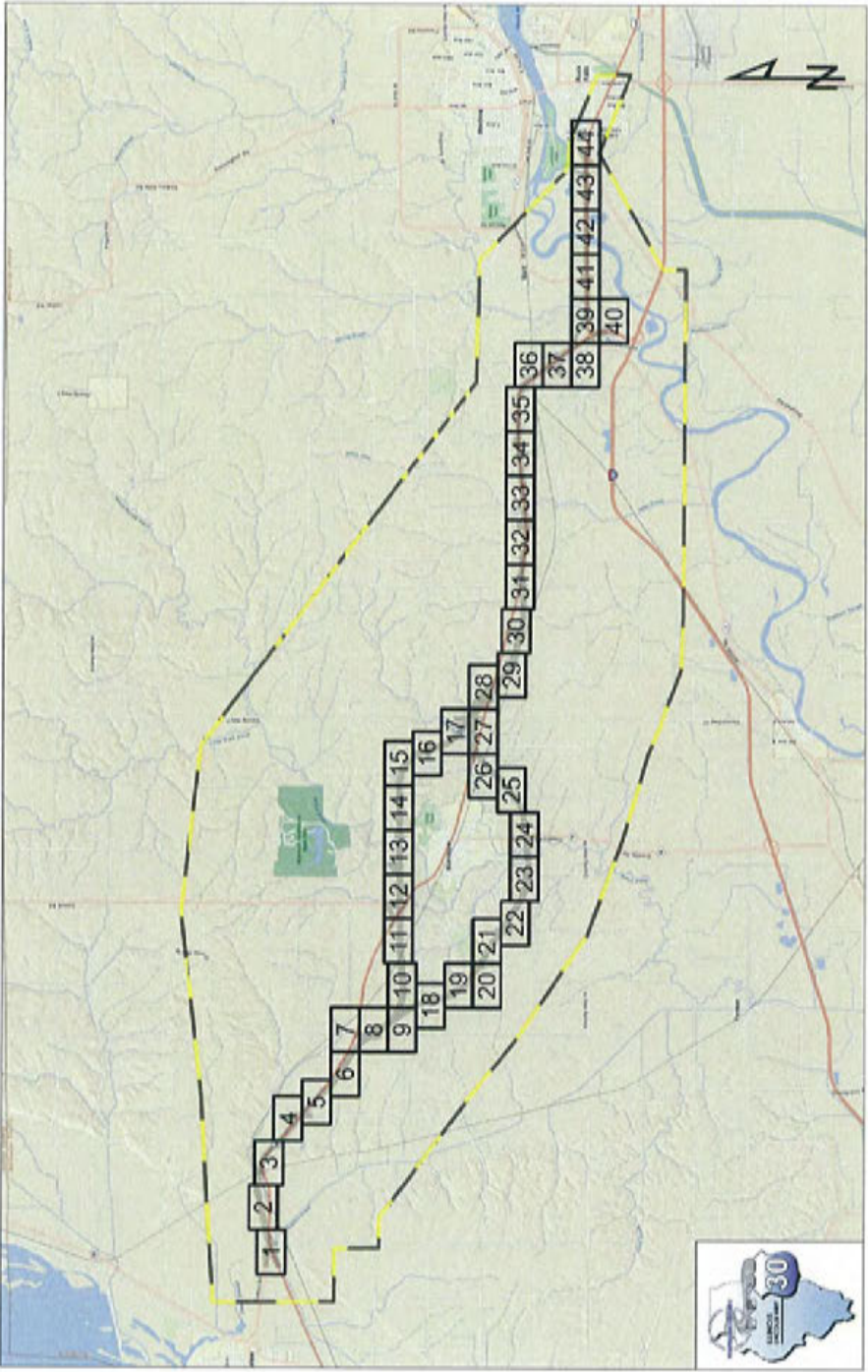
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- Website : www.dot.il.gov/desenv/Environment/309/option.html
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 - By appointment



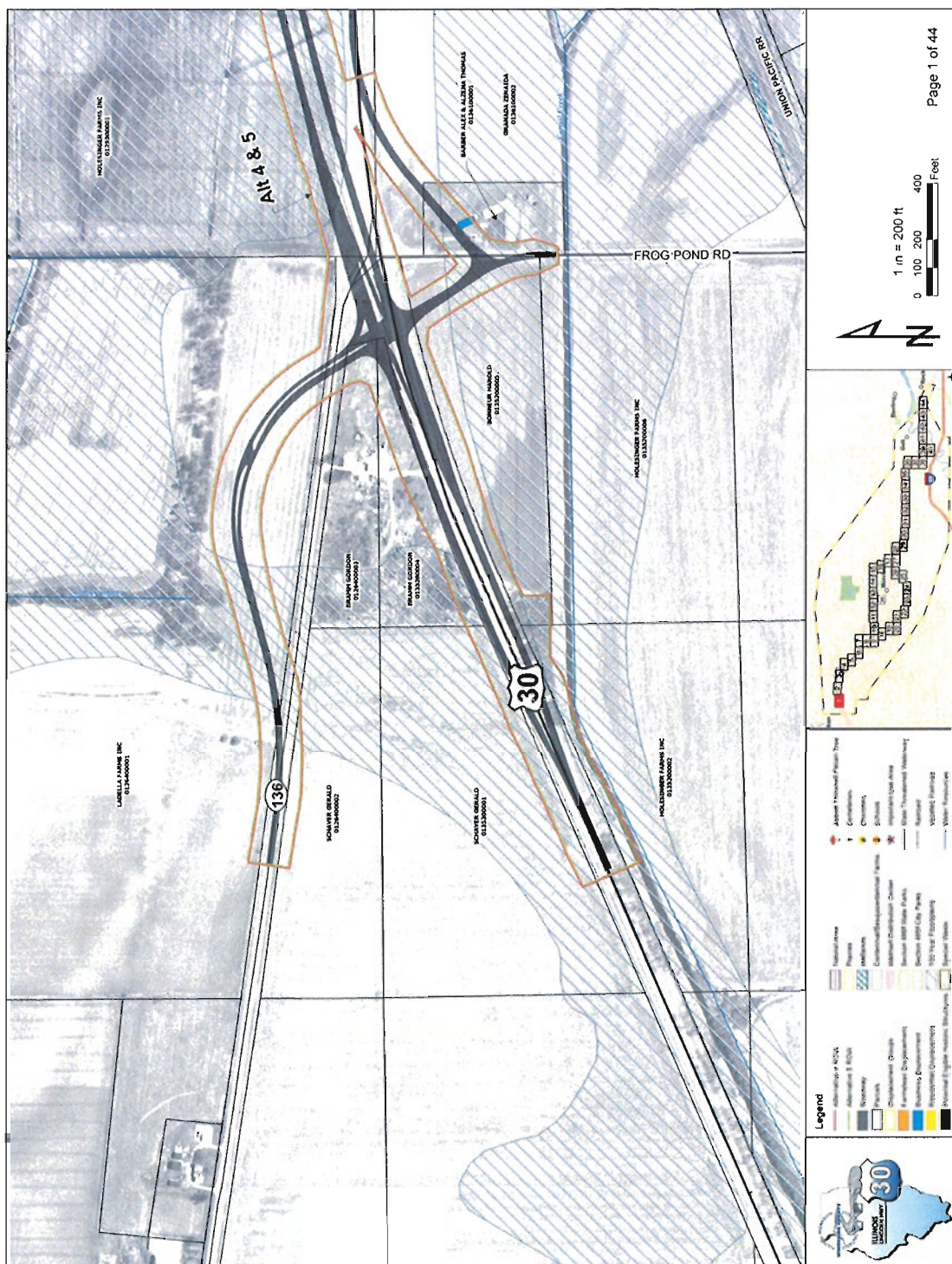
Public Hearing
Wednesday, June 15, 2011

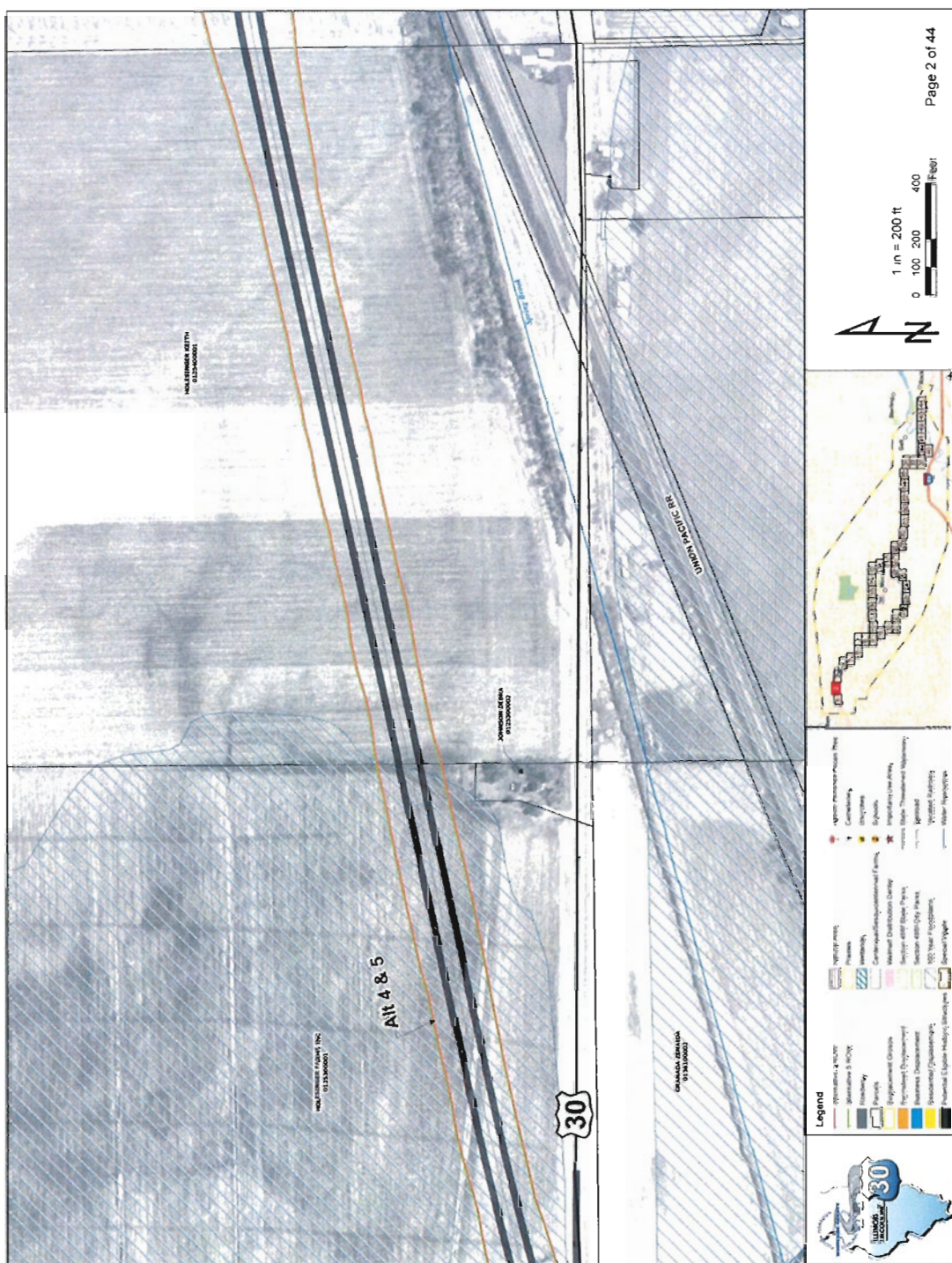


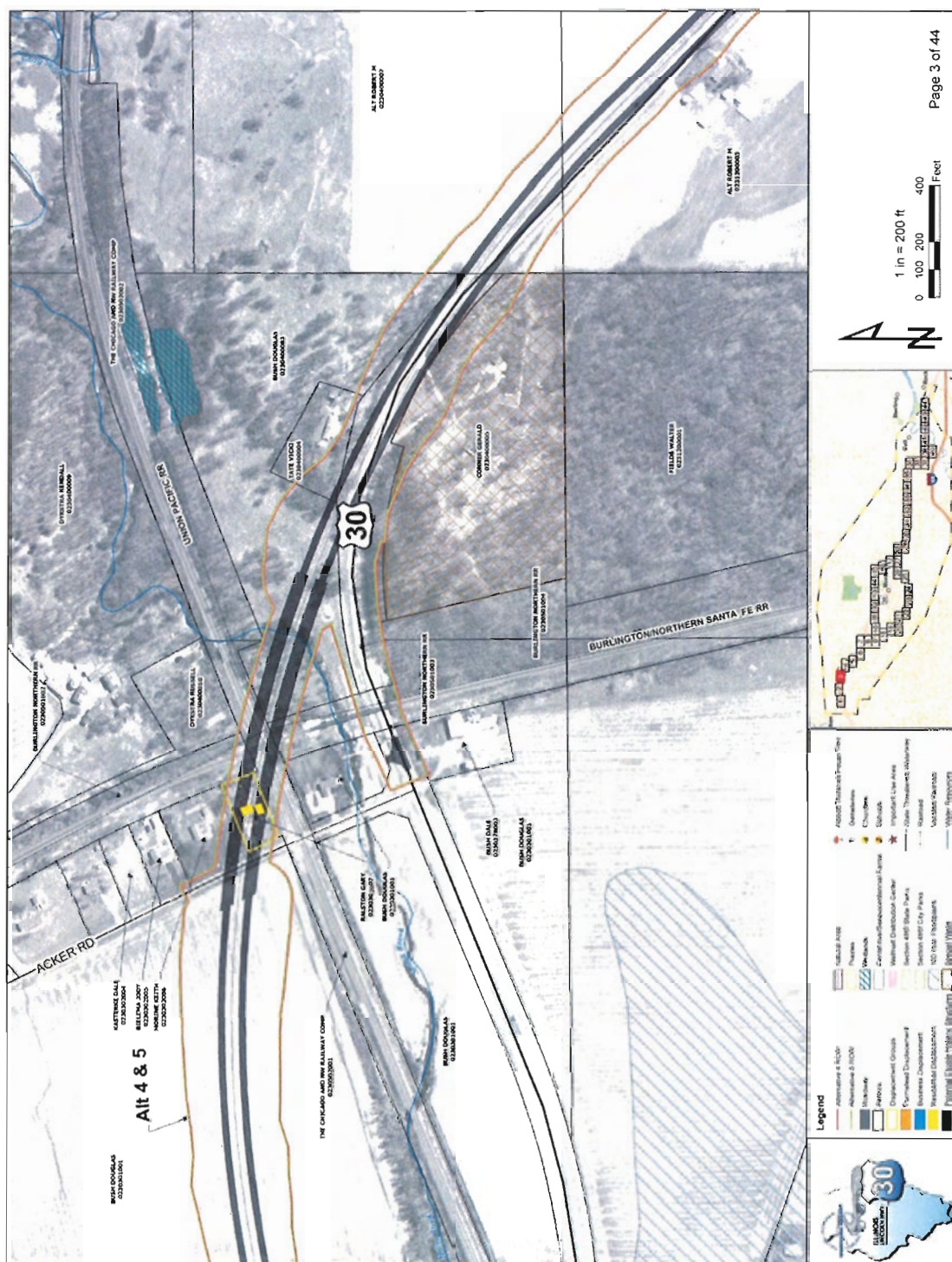
Illinois Department of Transportation

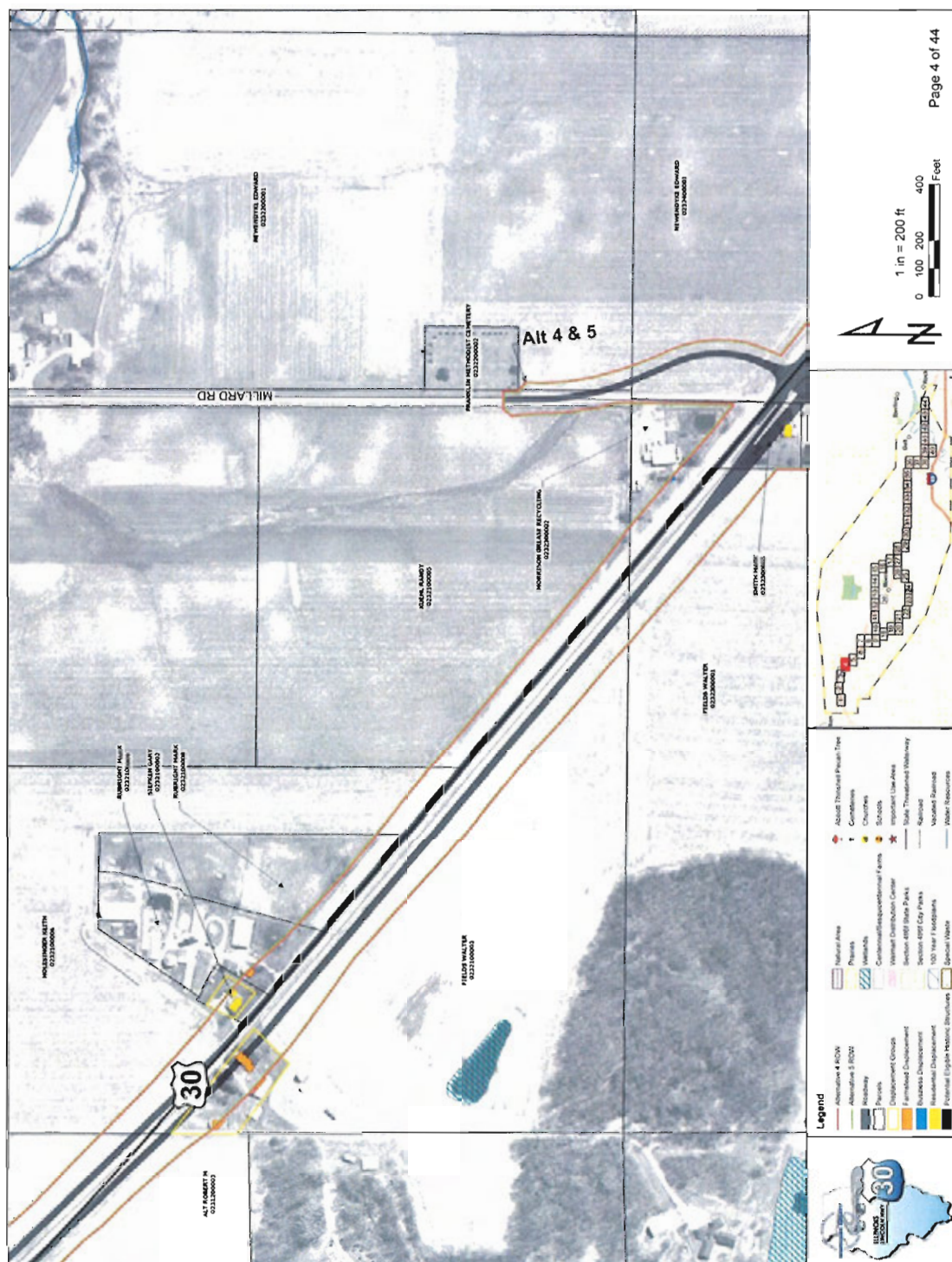


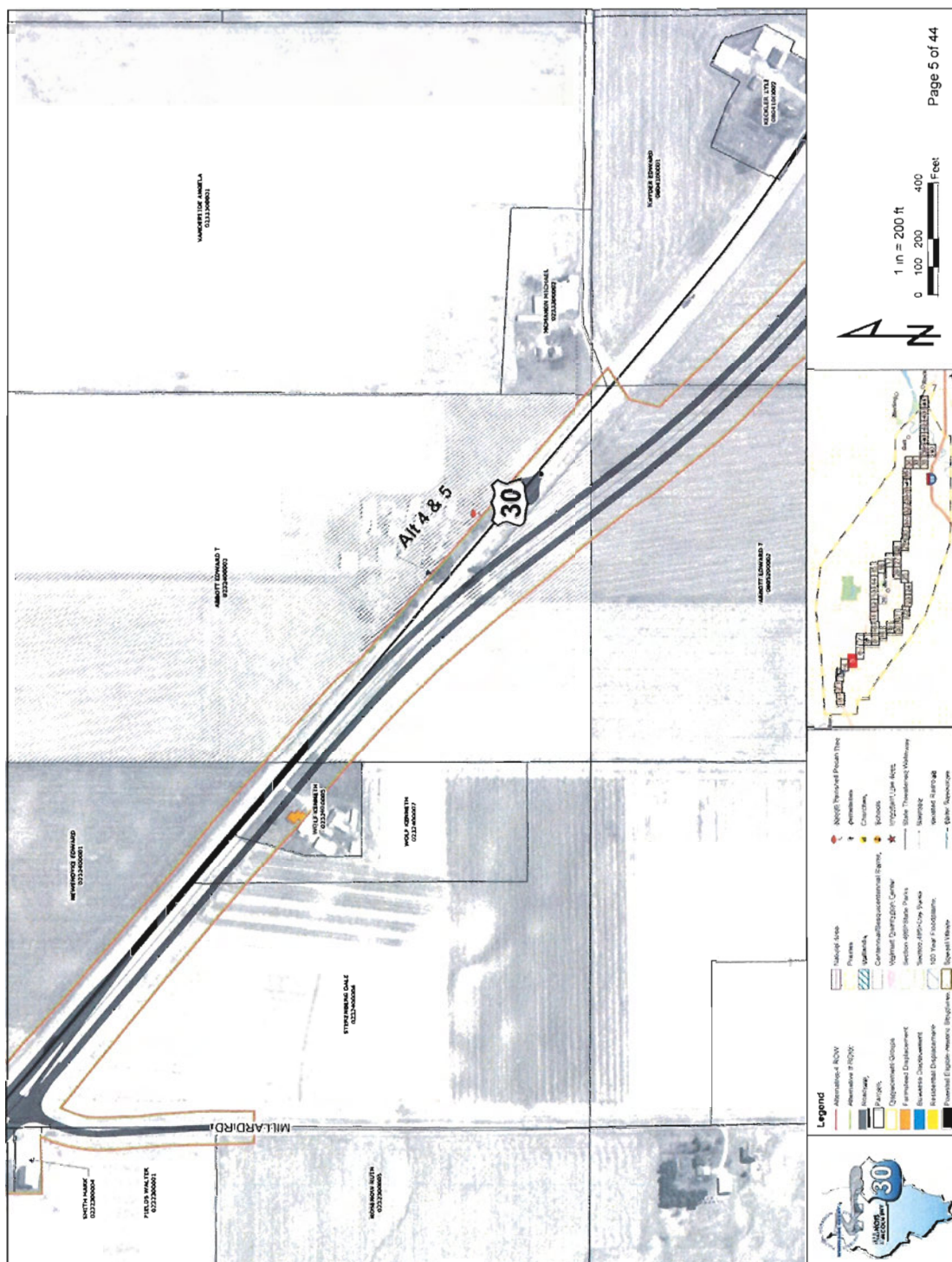
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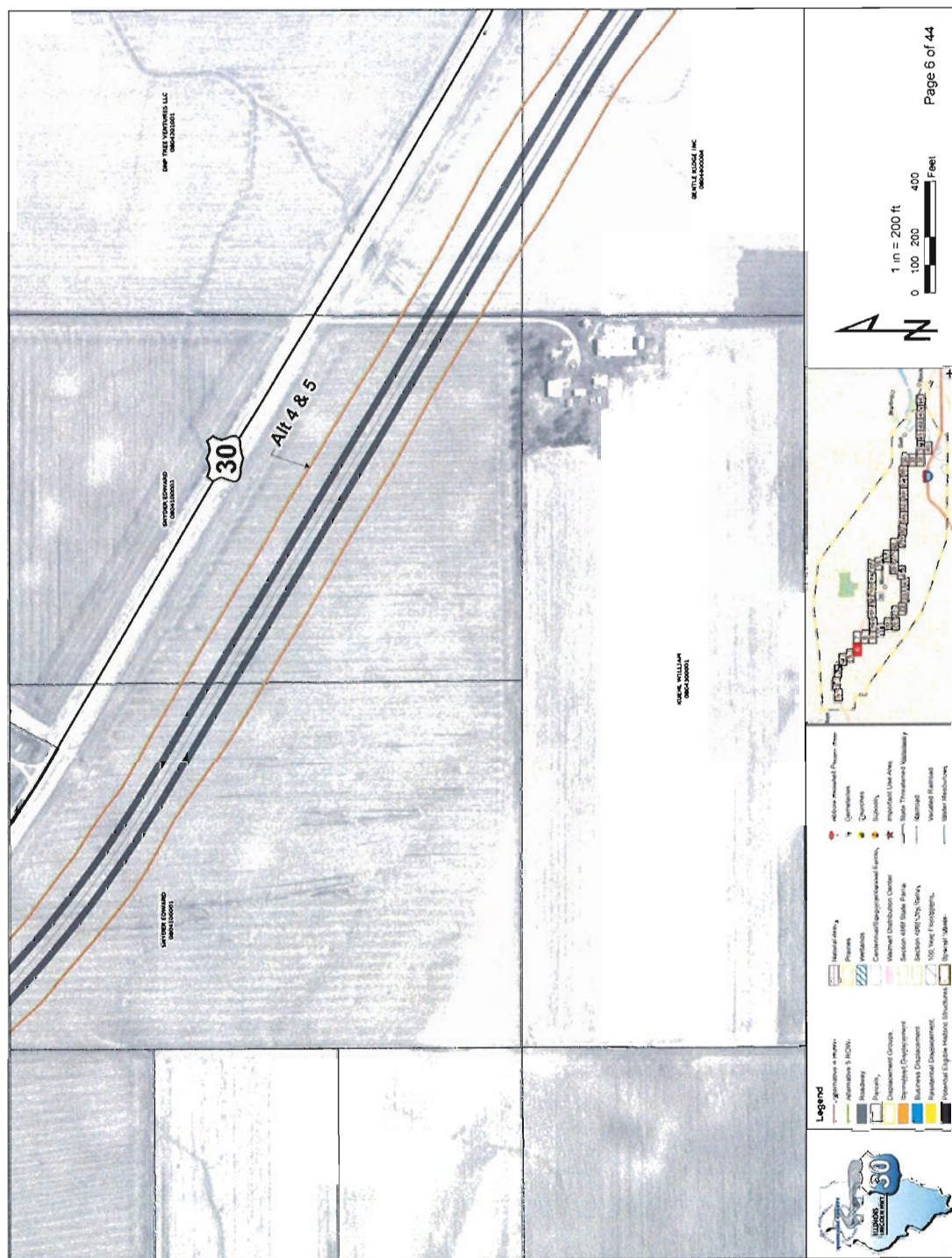














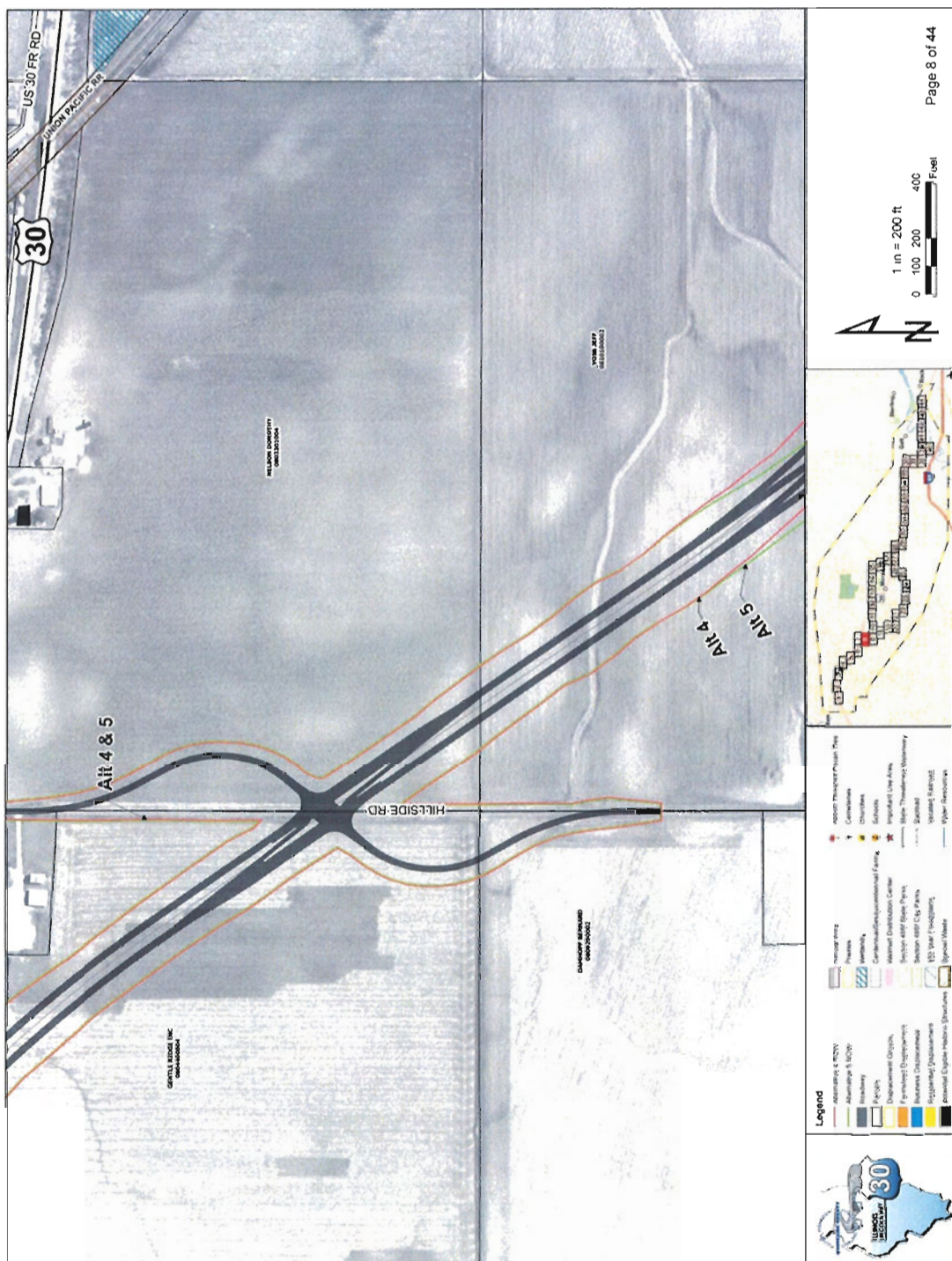
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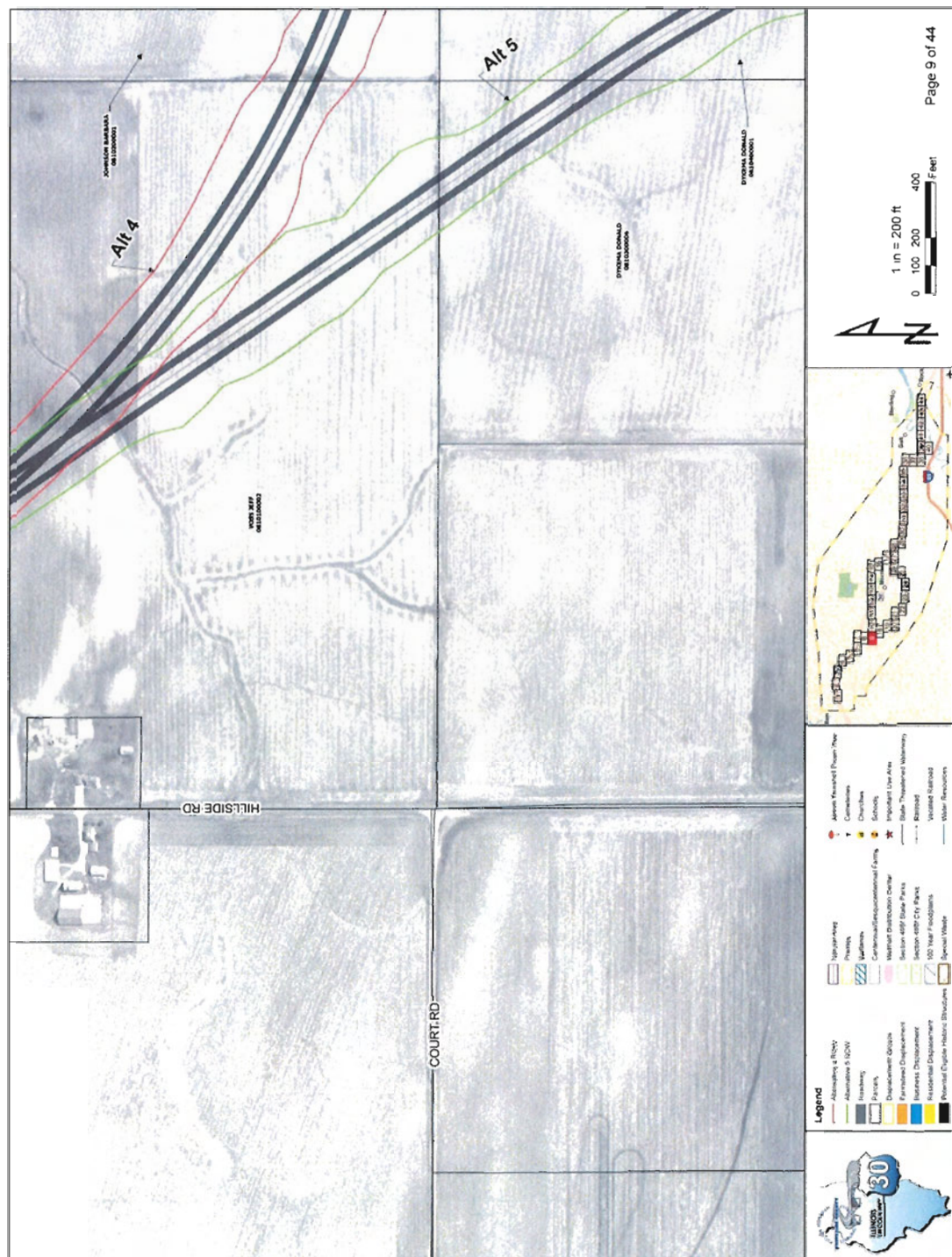
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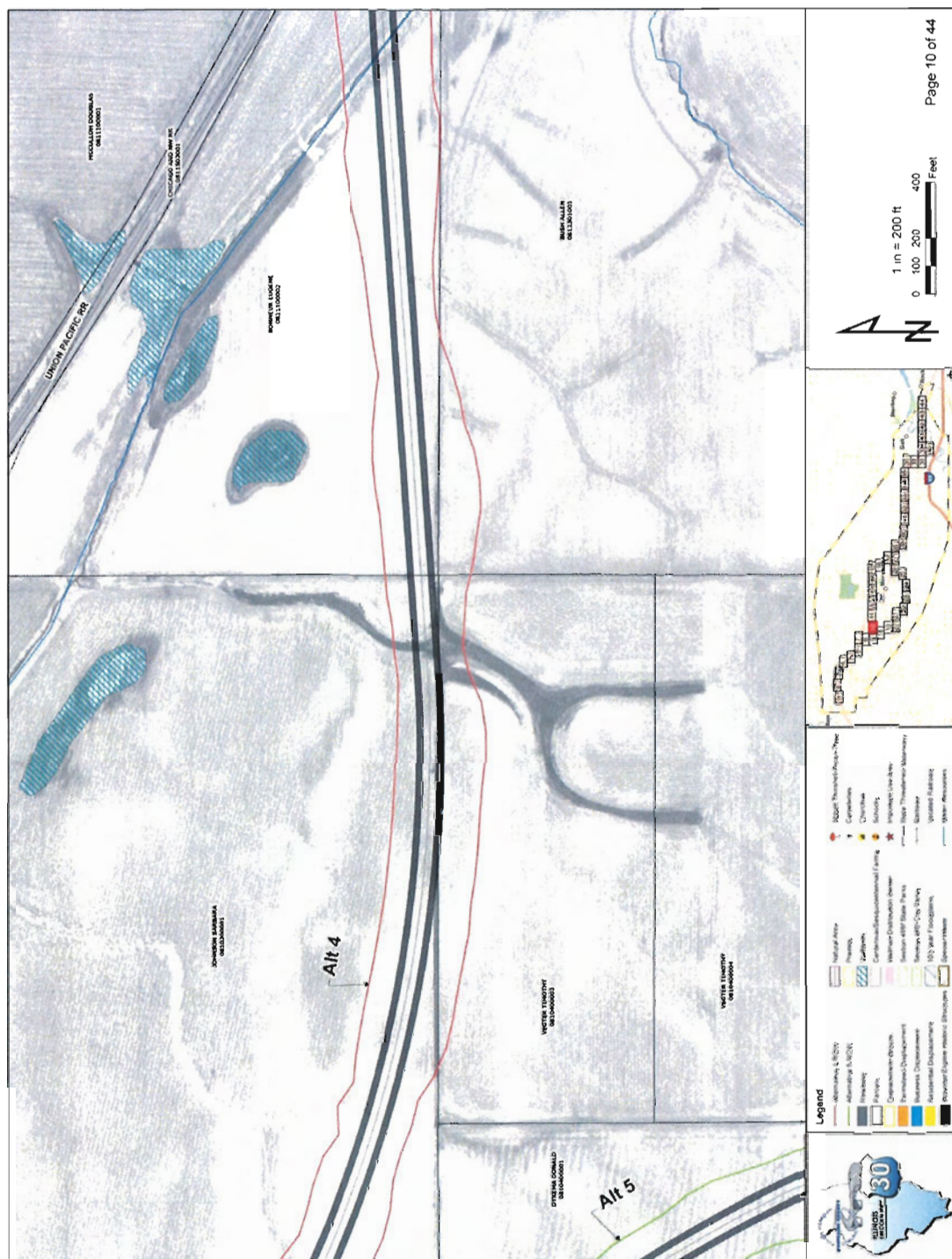
Page 7 of 44

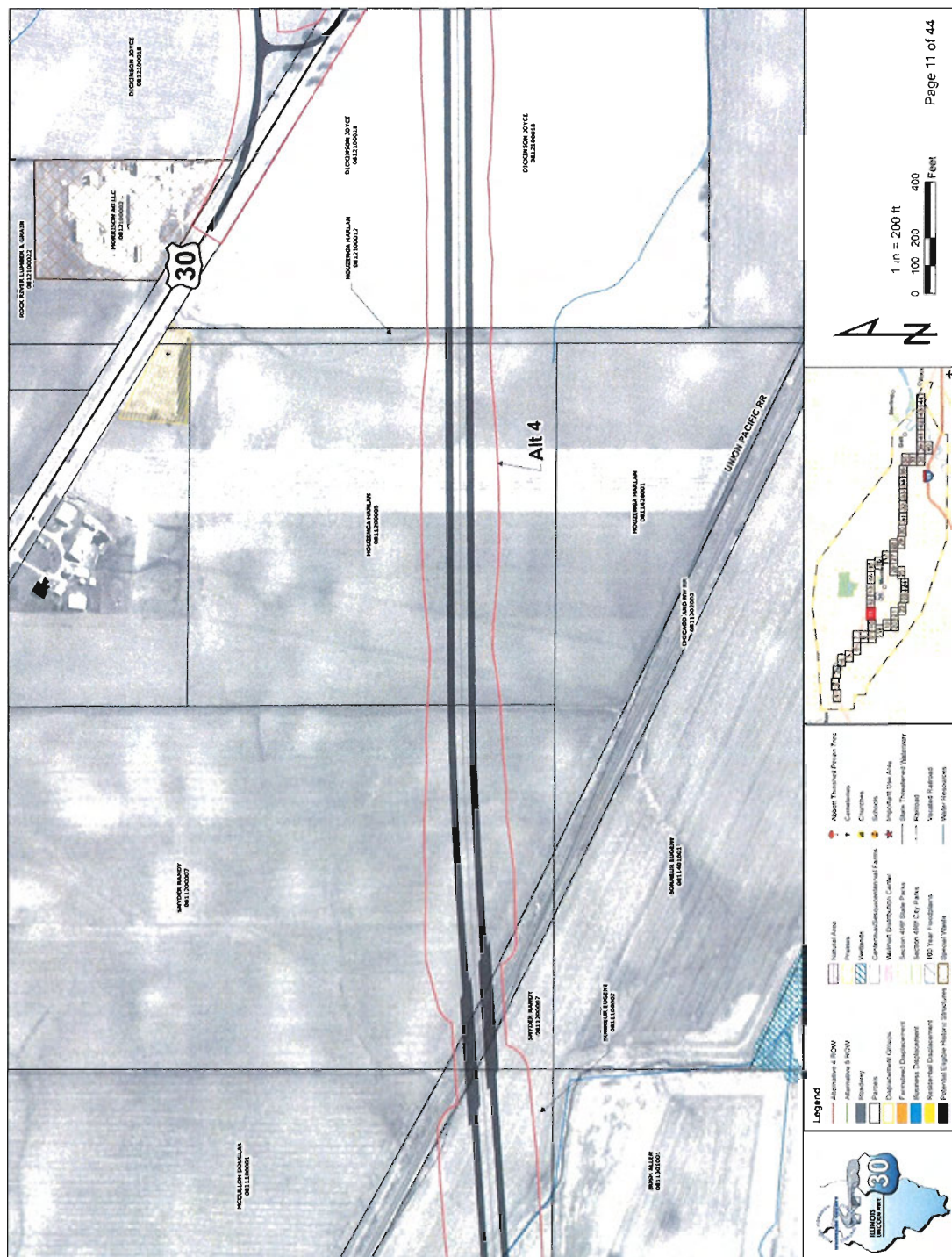
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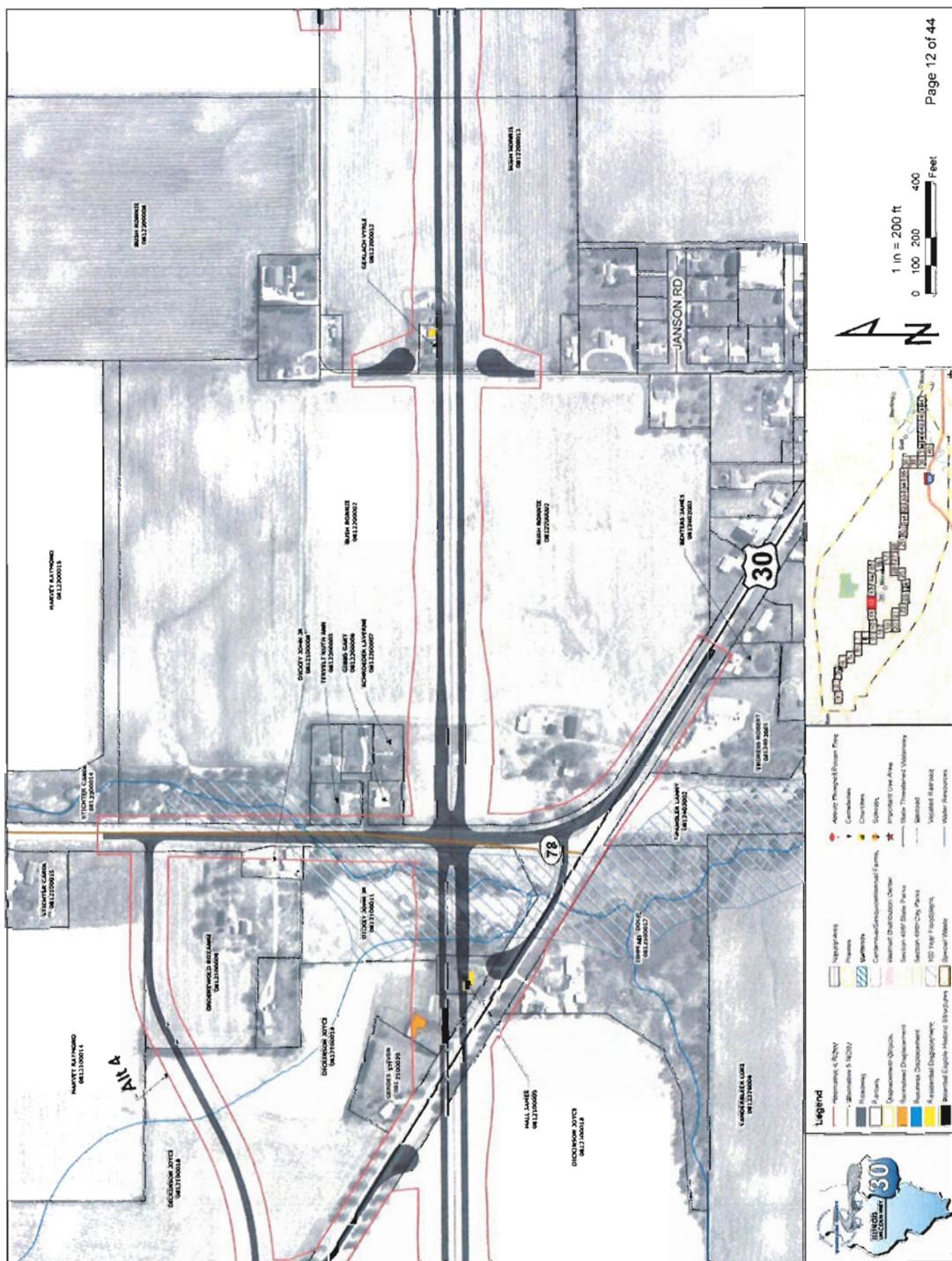
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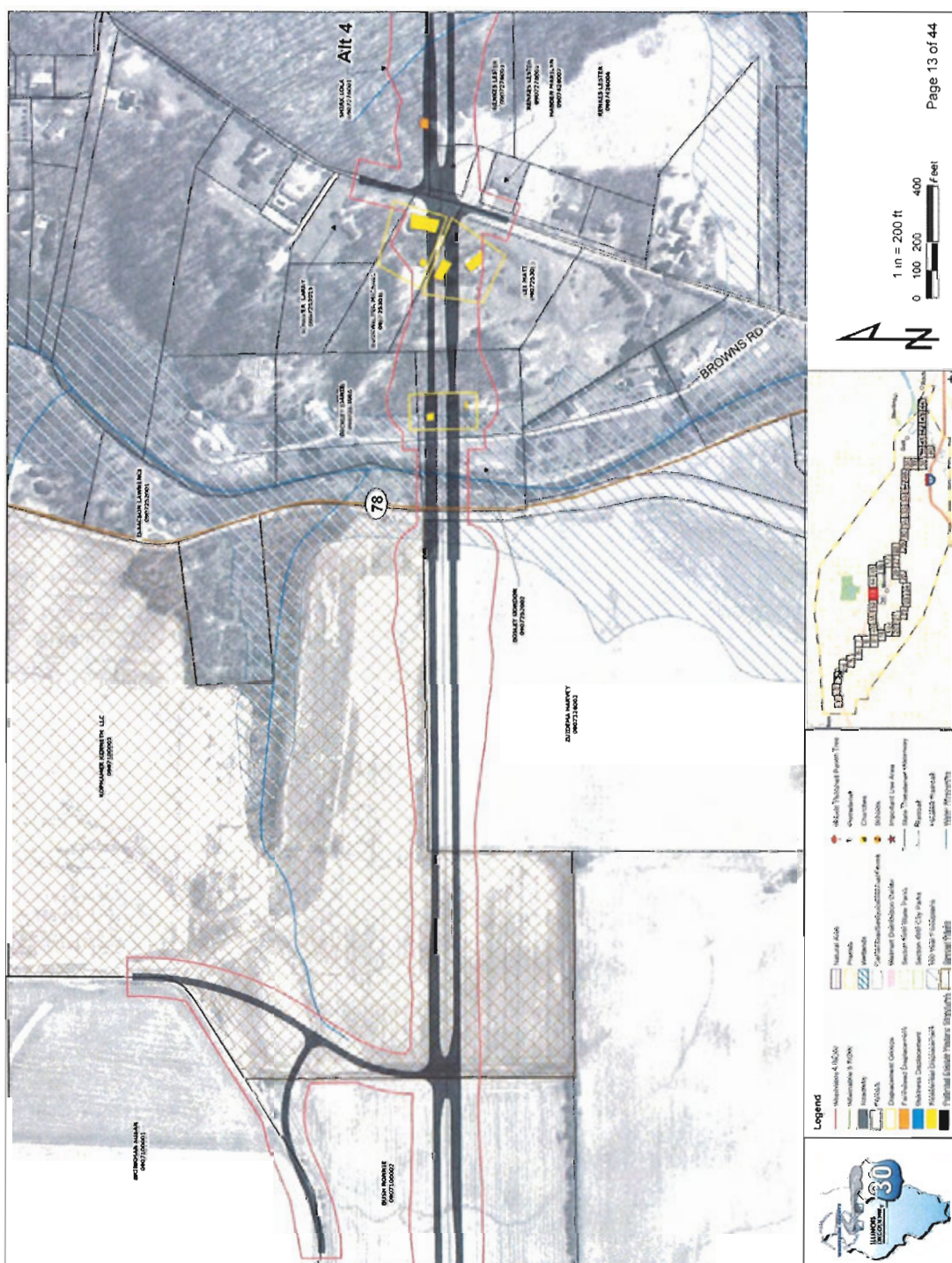


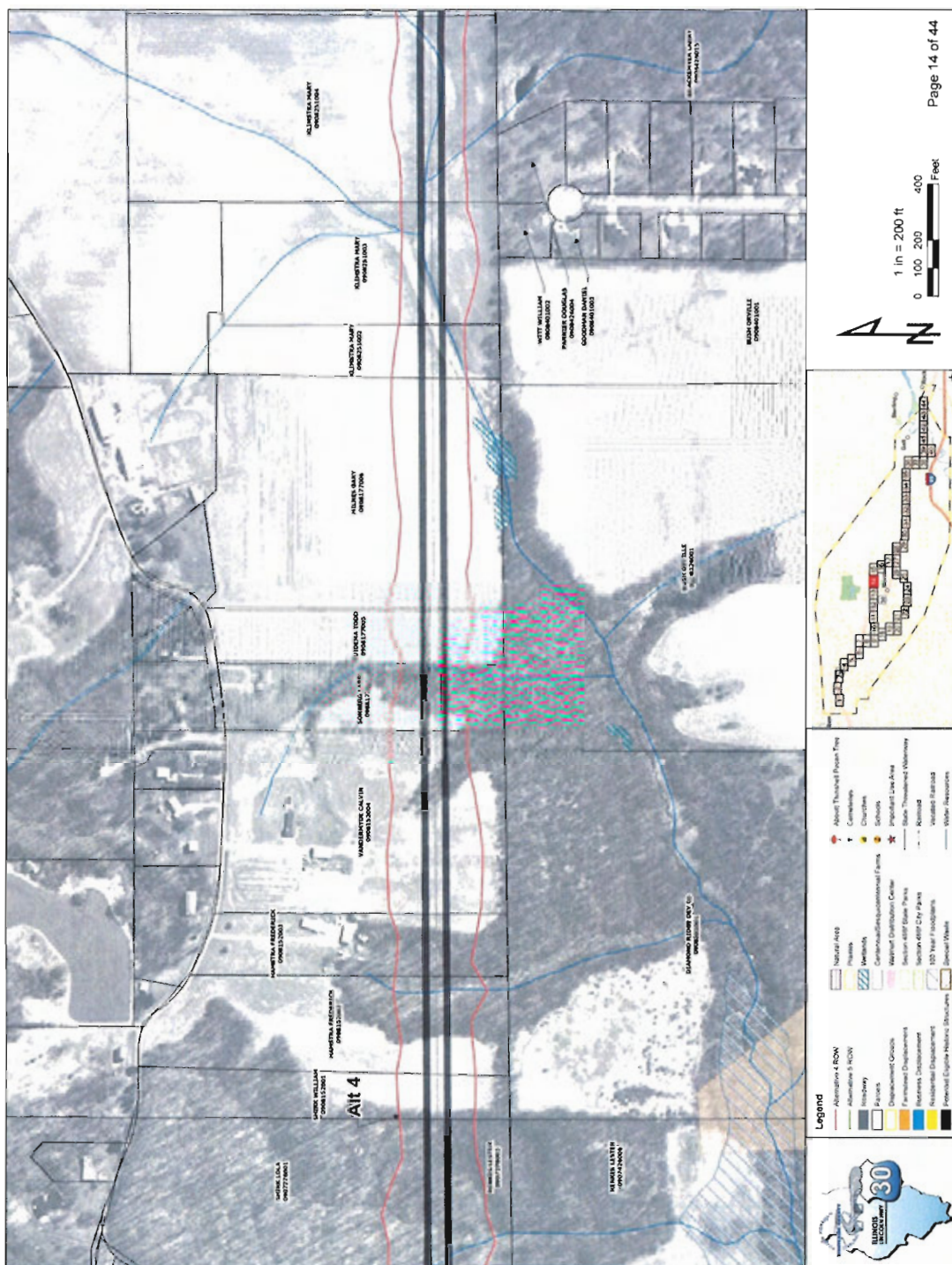


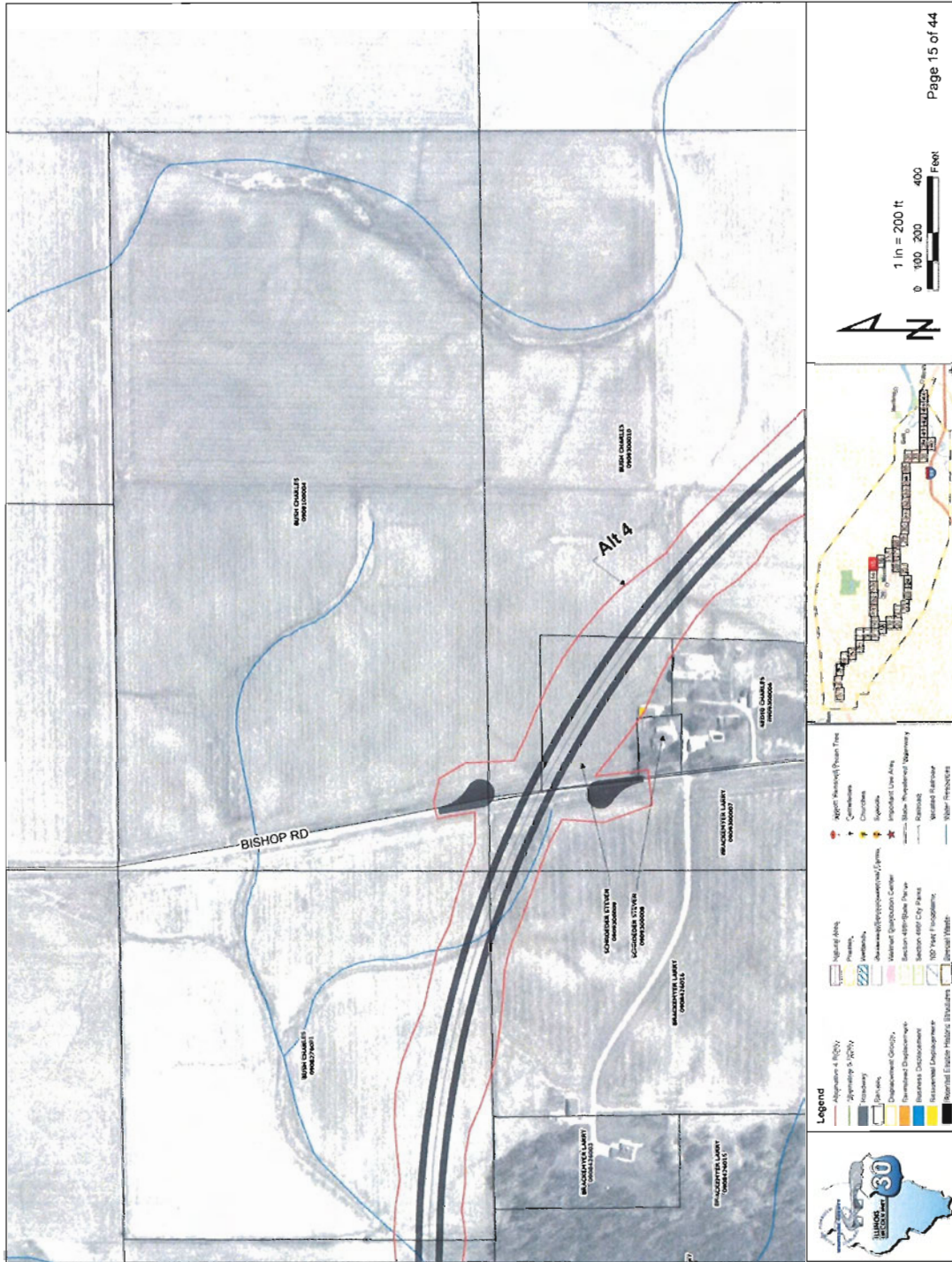


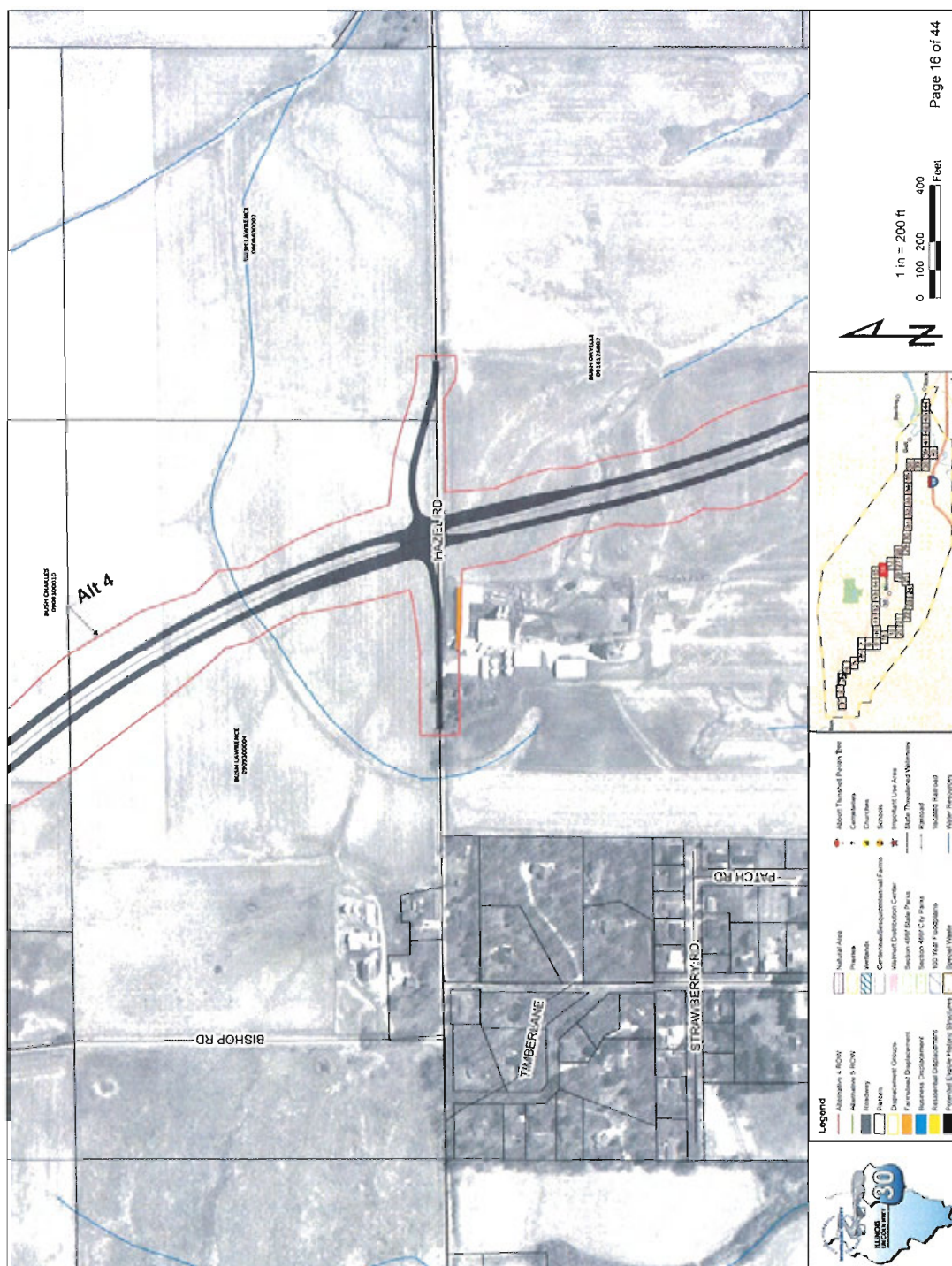


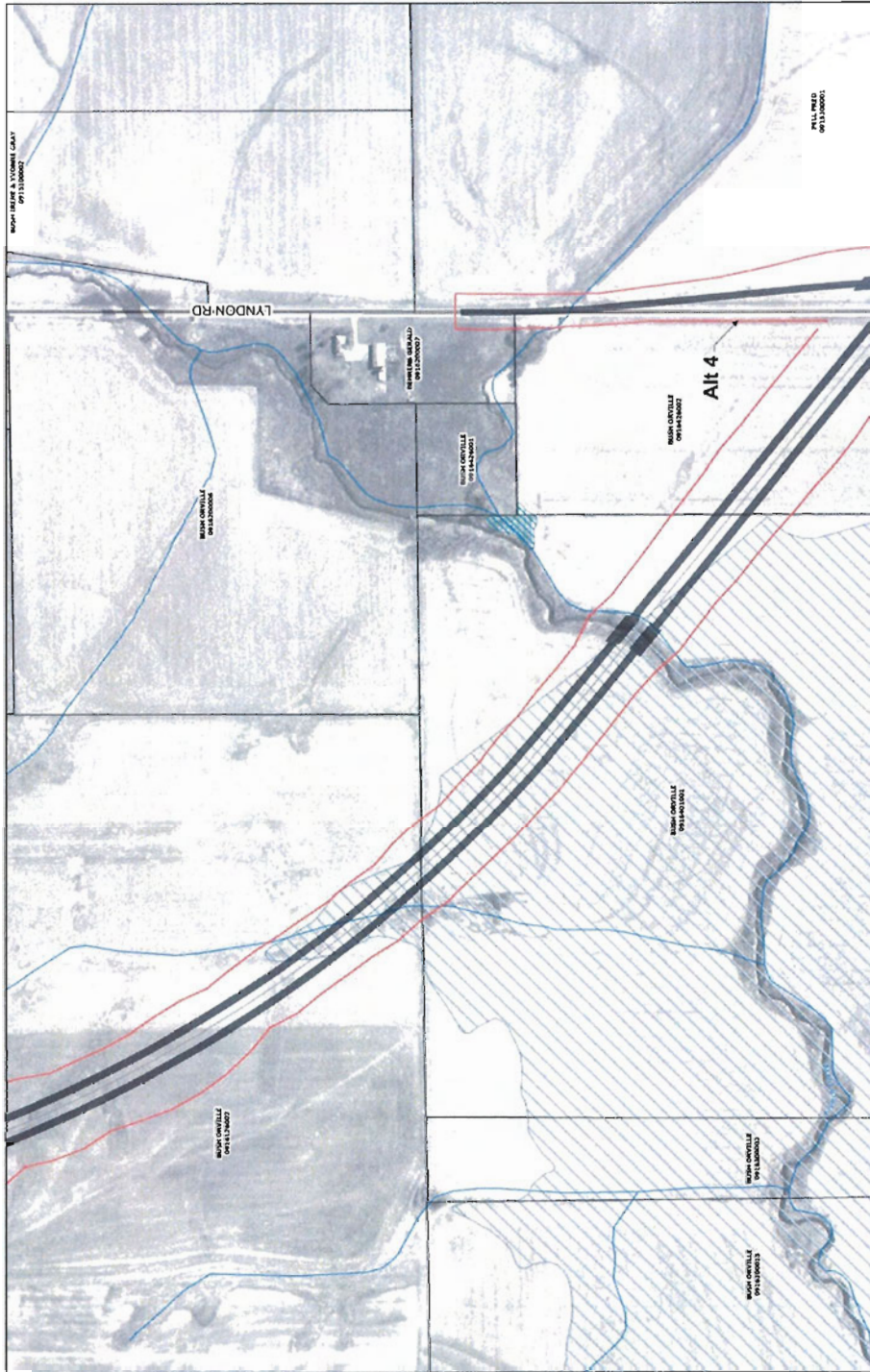












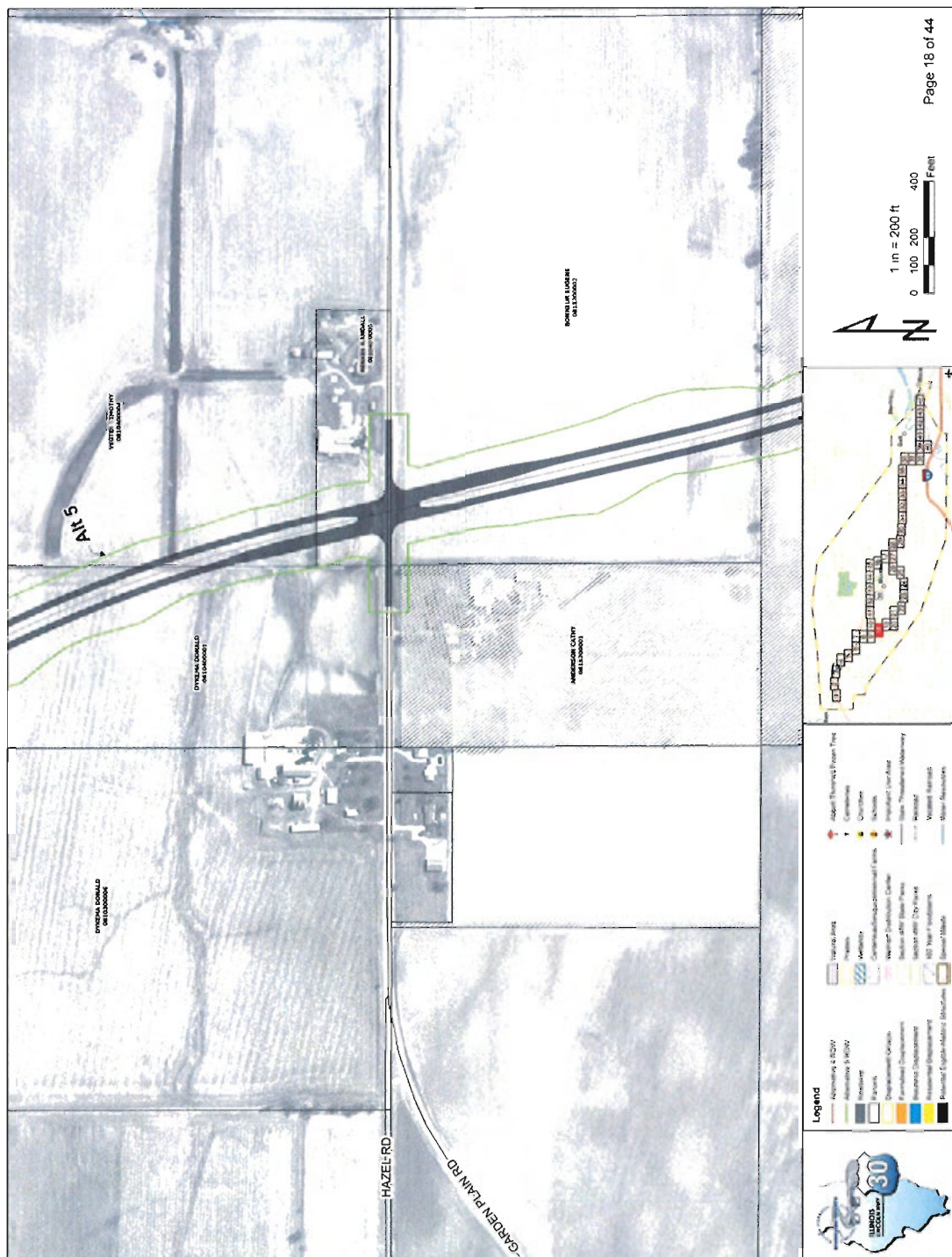
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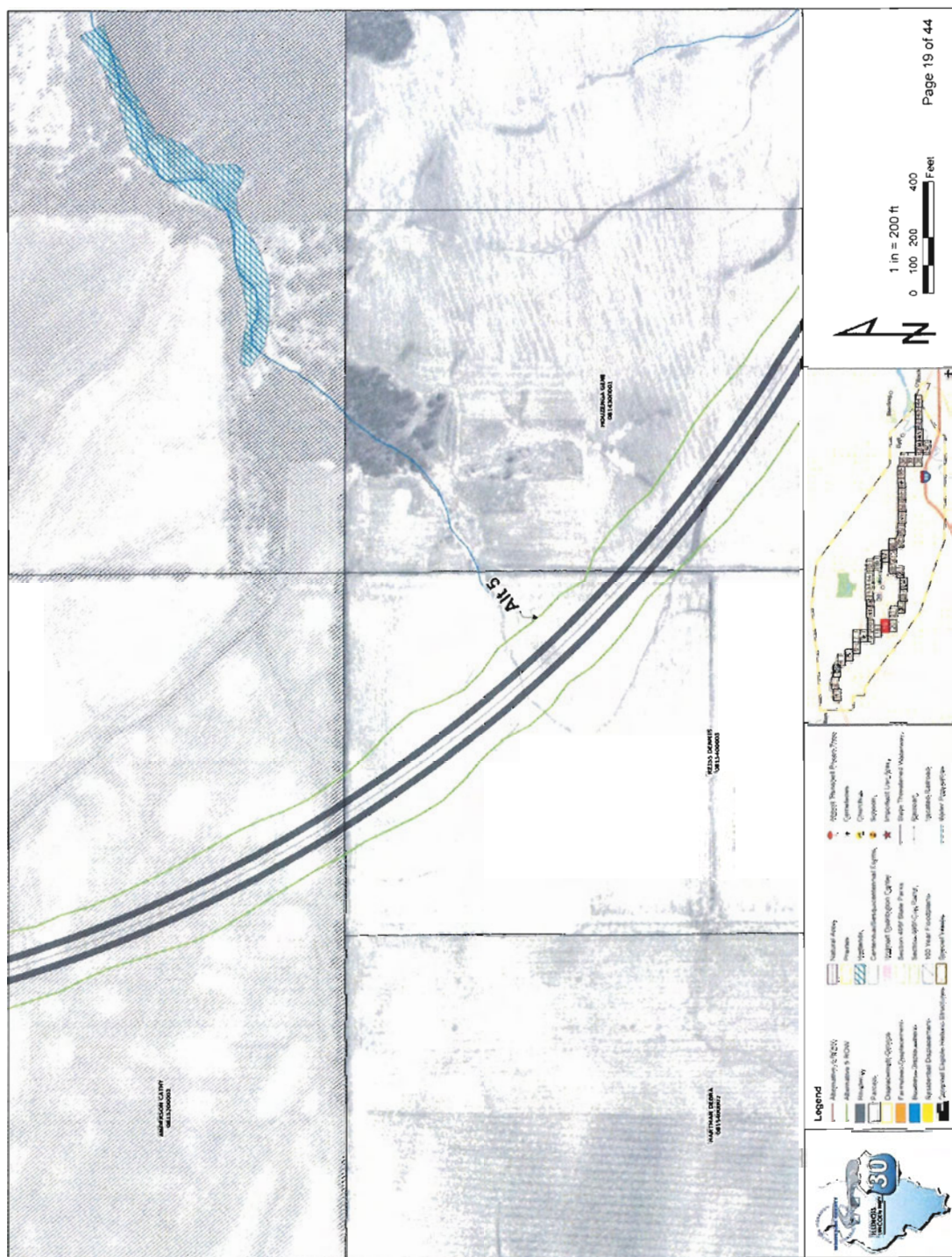
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— County Boundary	+ Capacities
— Project Boundary	+ Structures
— Designated Corridor	+ Streets
— Transportation Corridor	+ Impervious Land Area
— Transportation Corridor	+ Heavy Throughway
— Transportation Corridor	+ Specialty
— Transportation Corridor	+ Specialty
— Transportation Corridor	+ Specialty

1 in = 200 ft

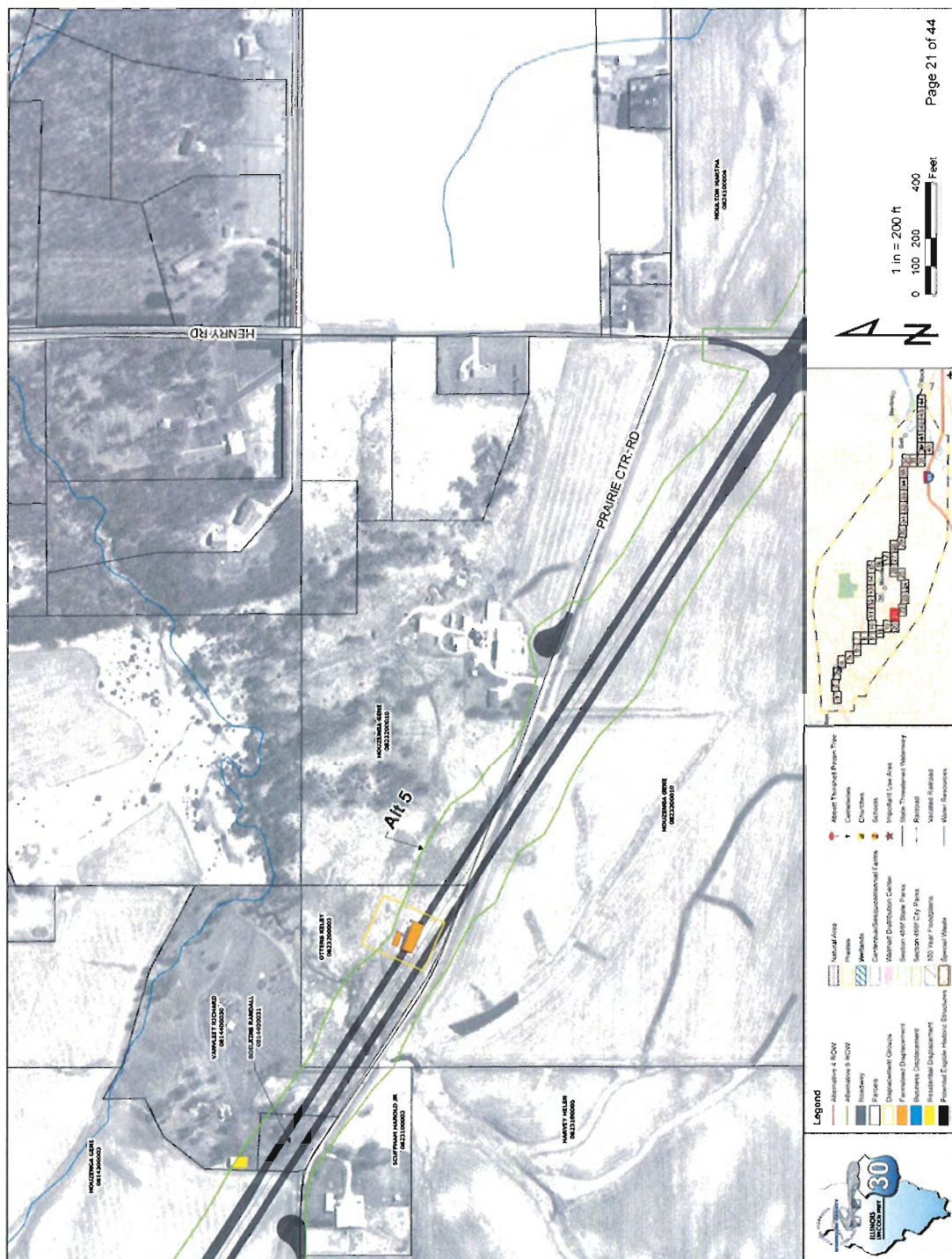
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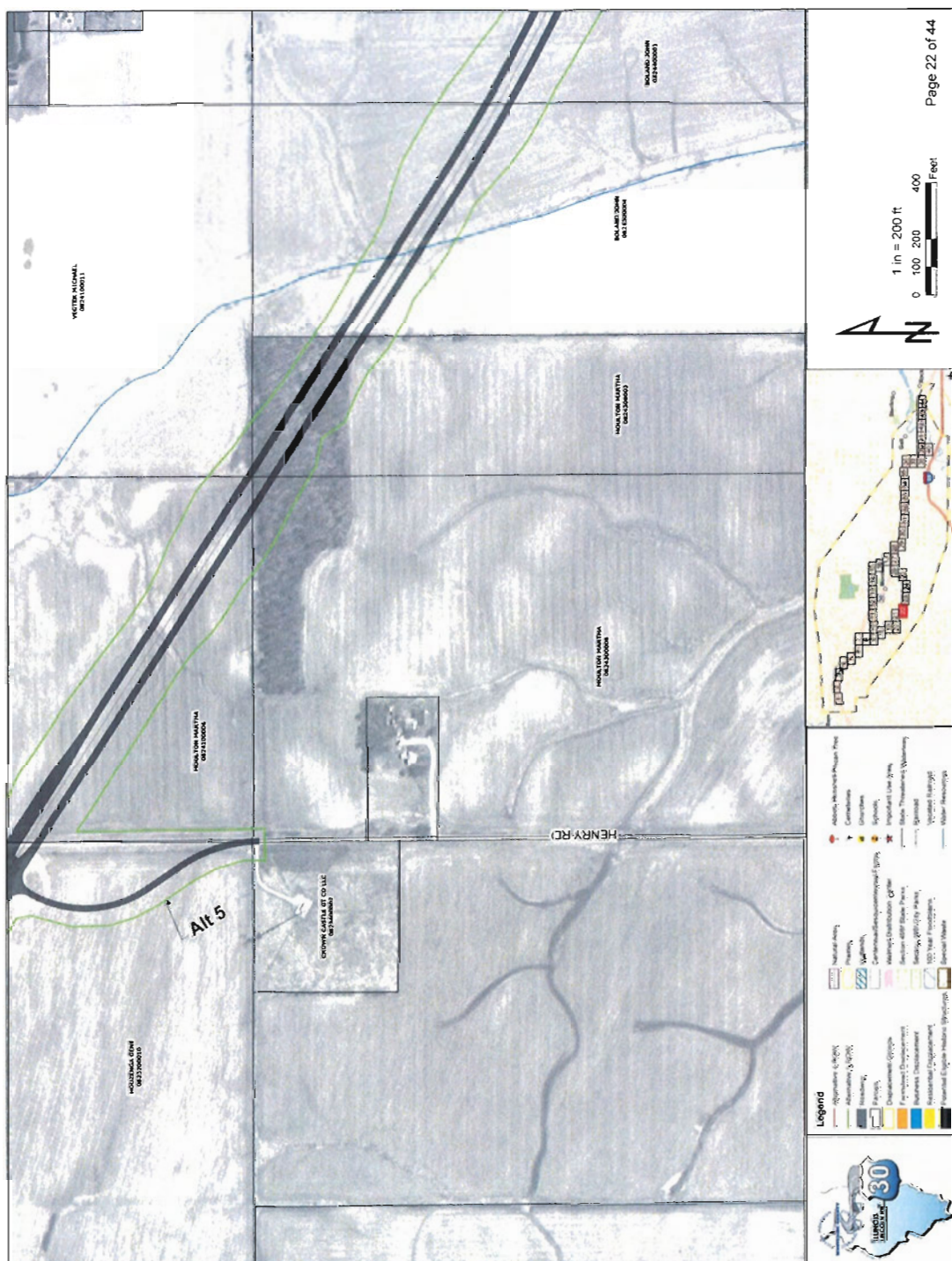
Page 17 of 44

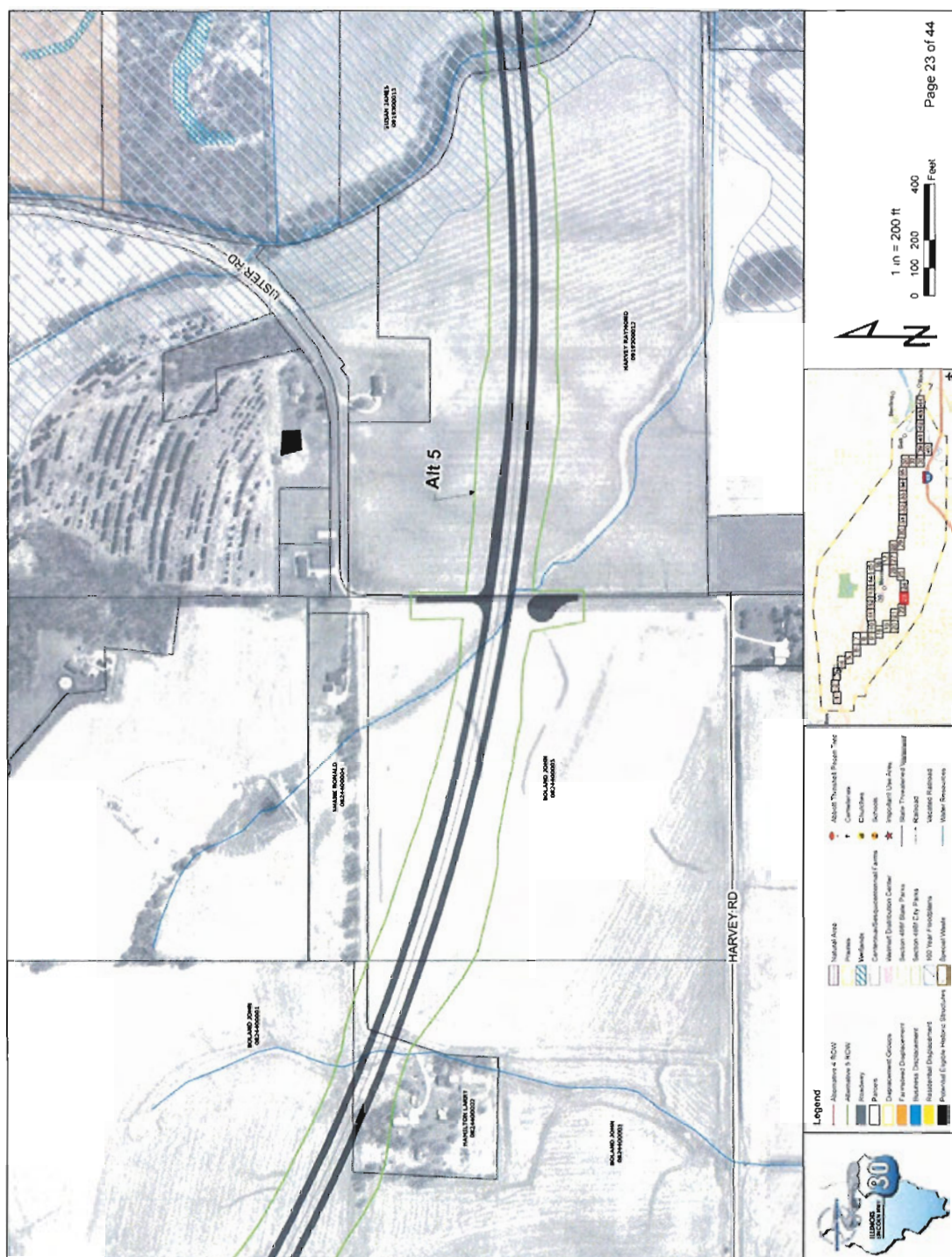




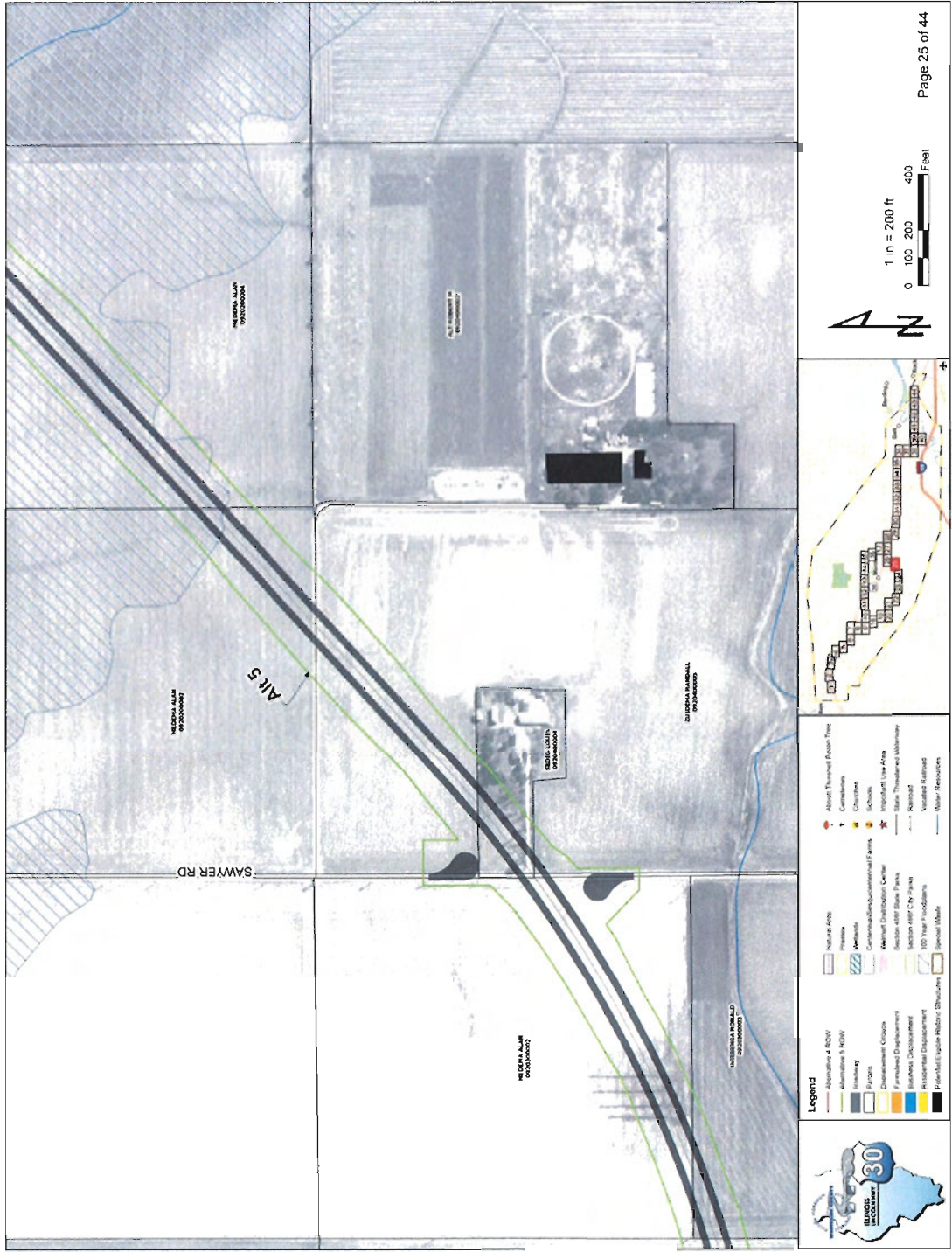


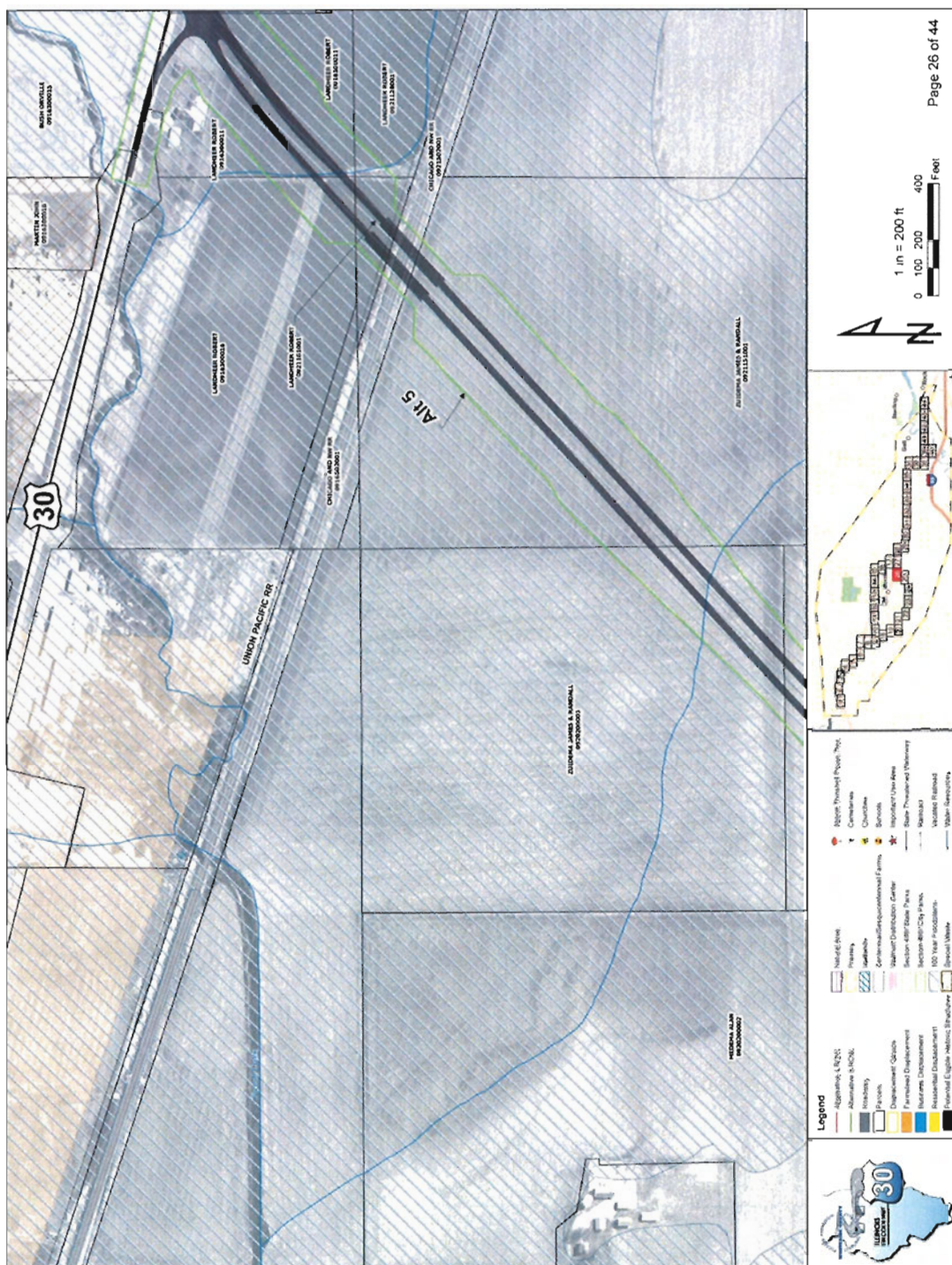


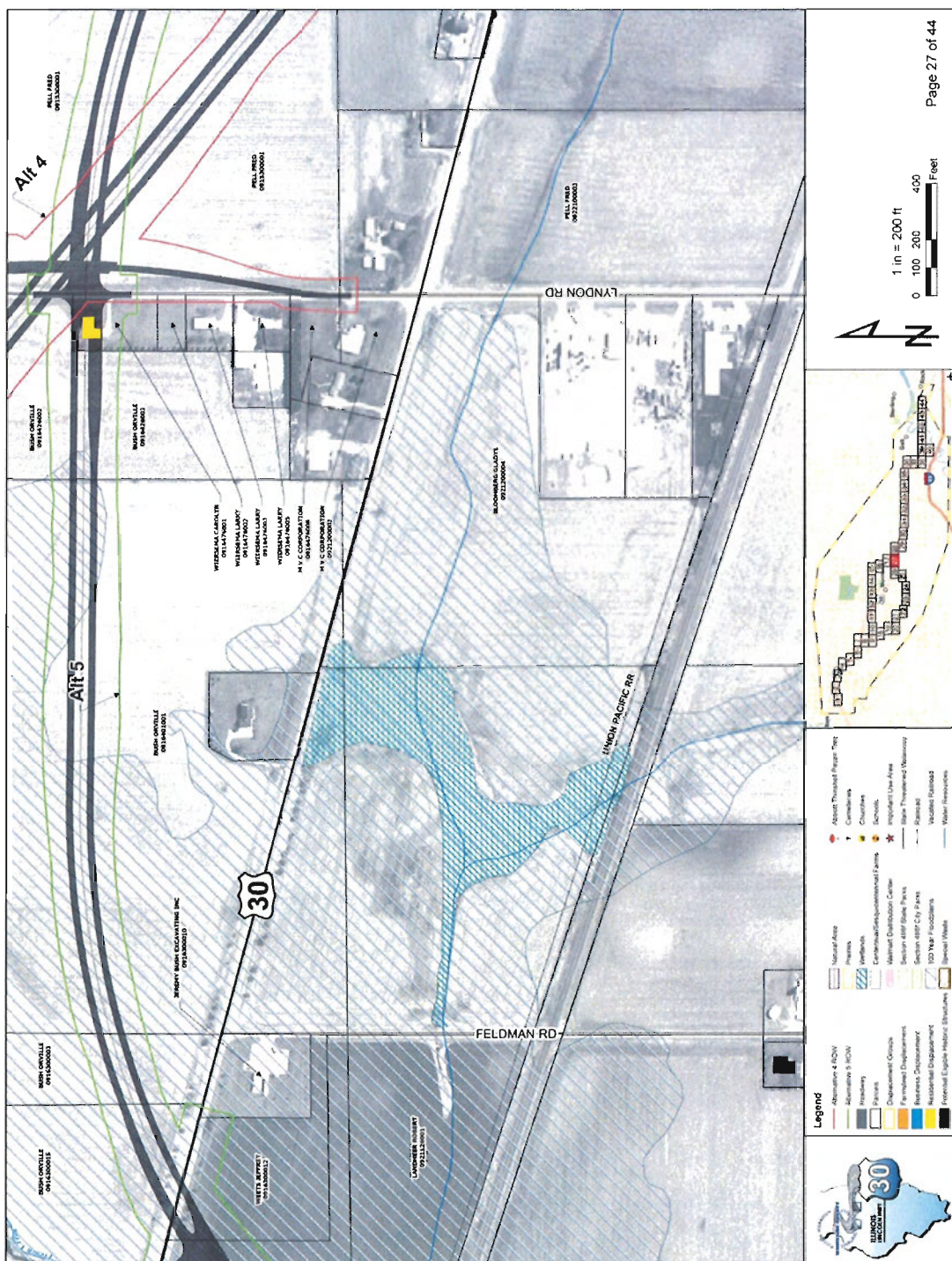


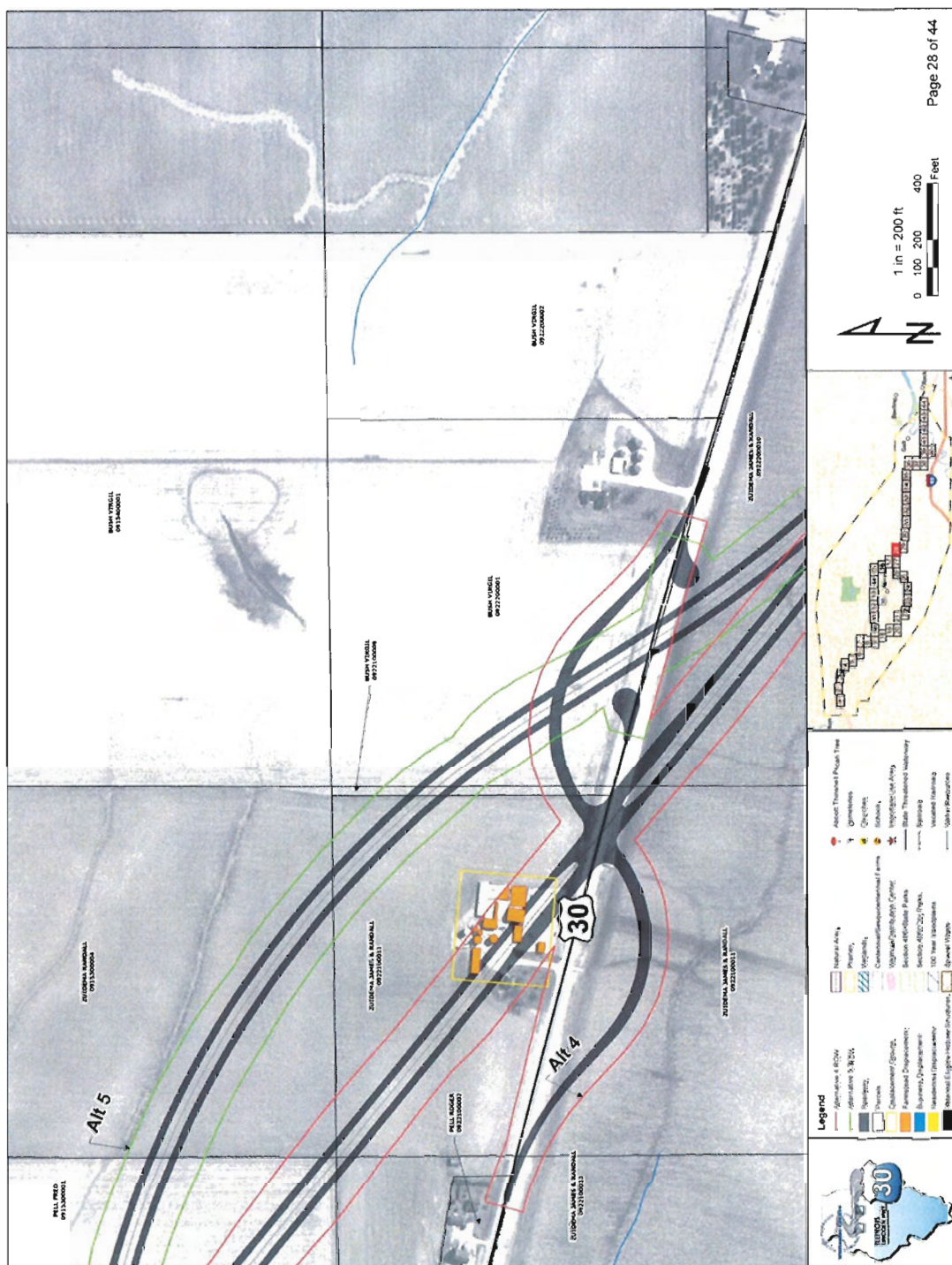


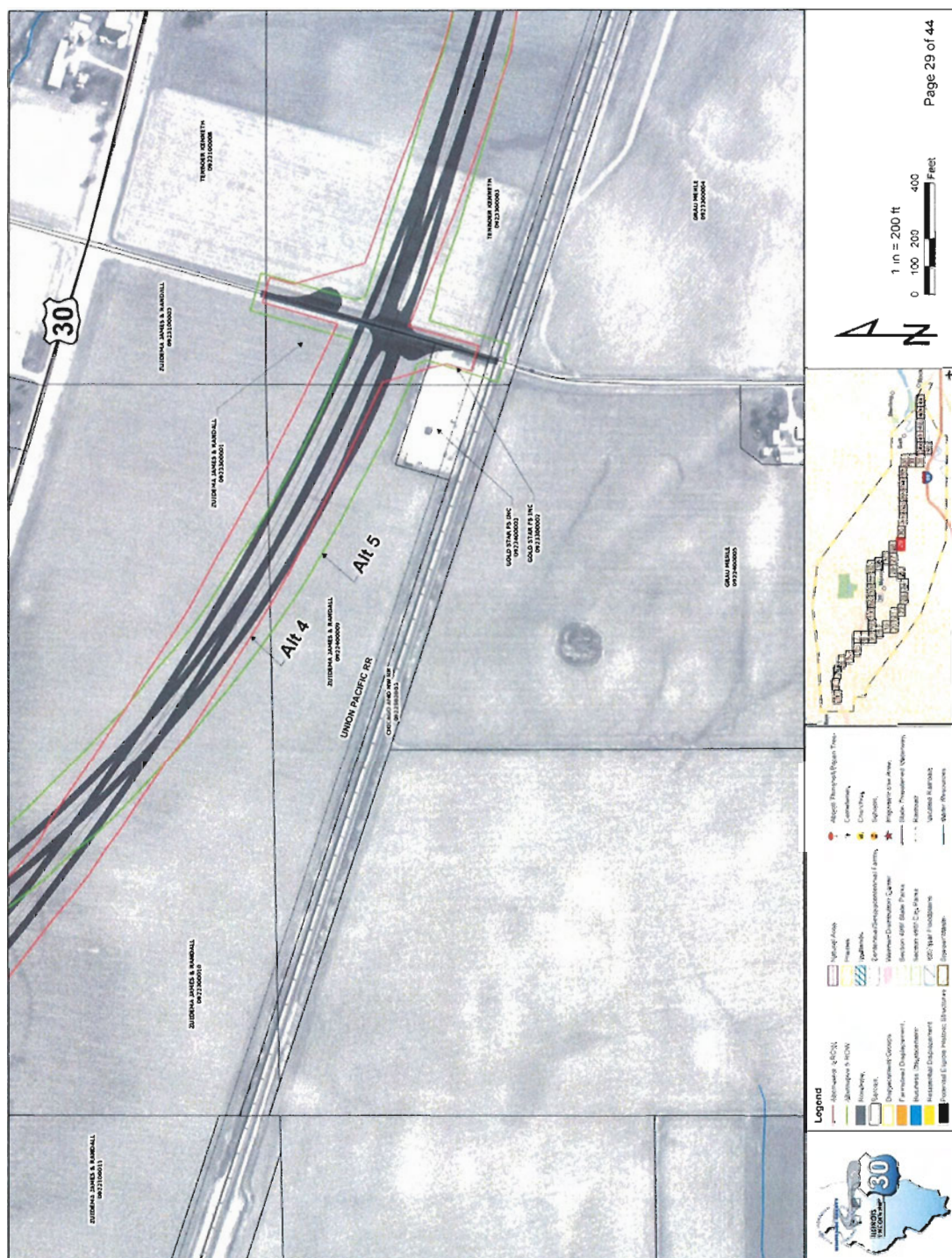


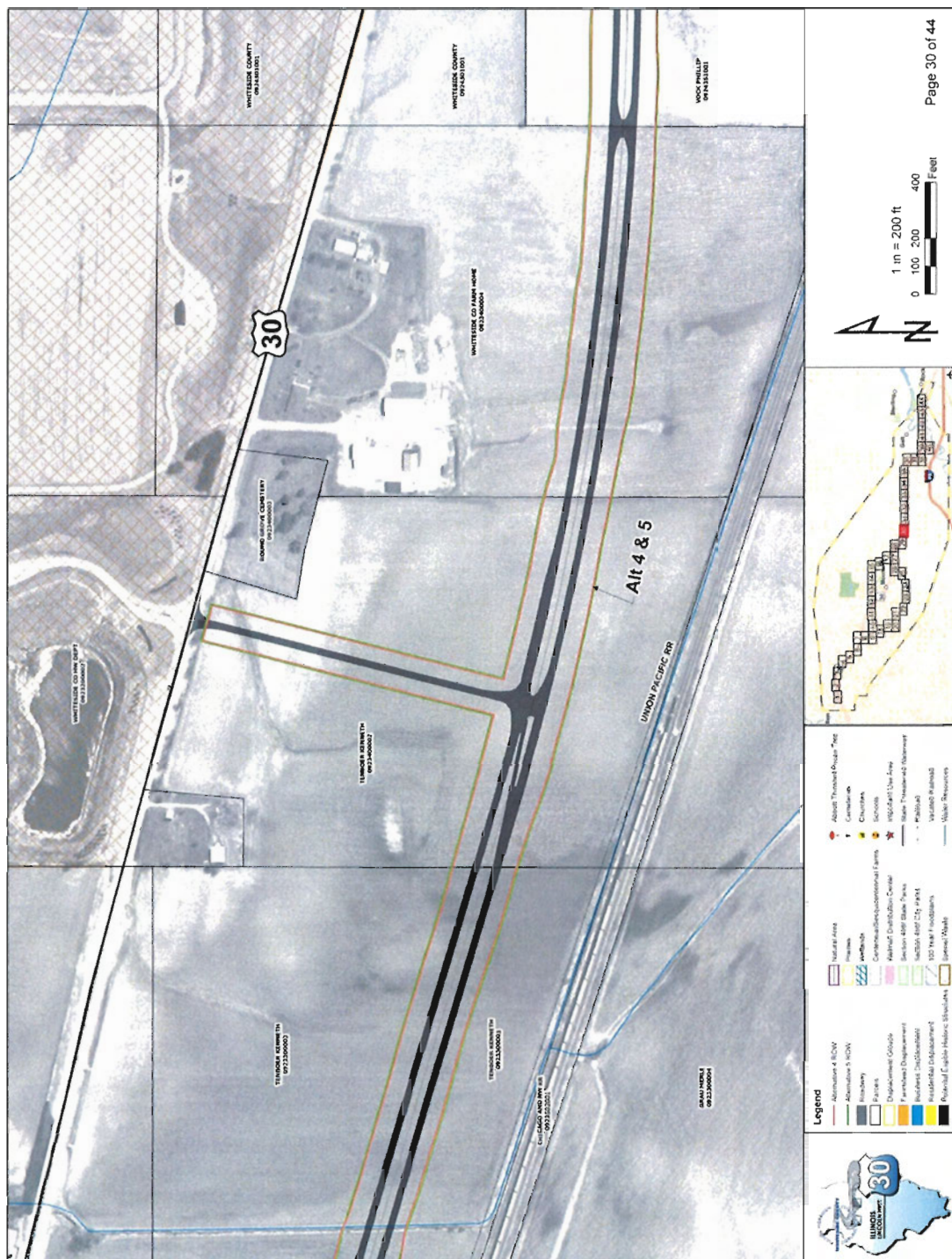


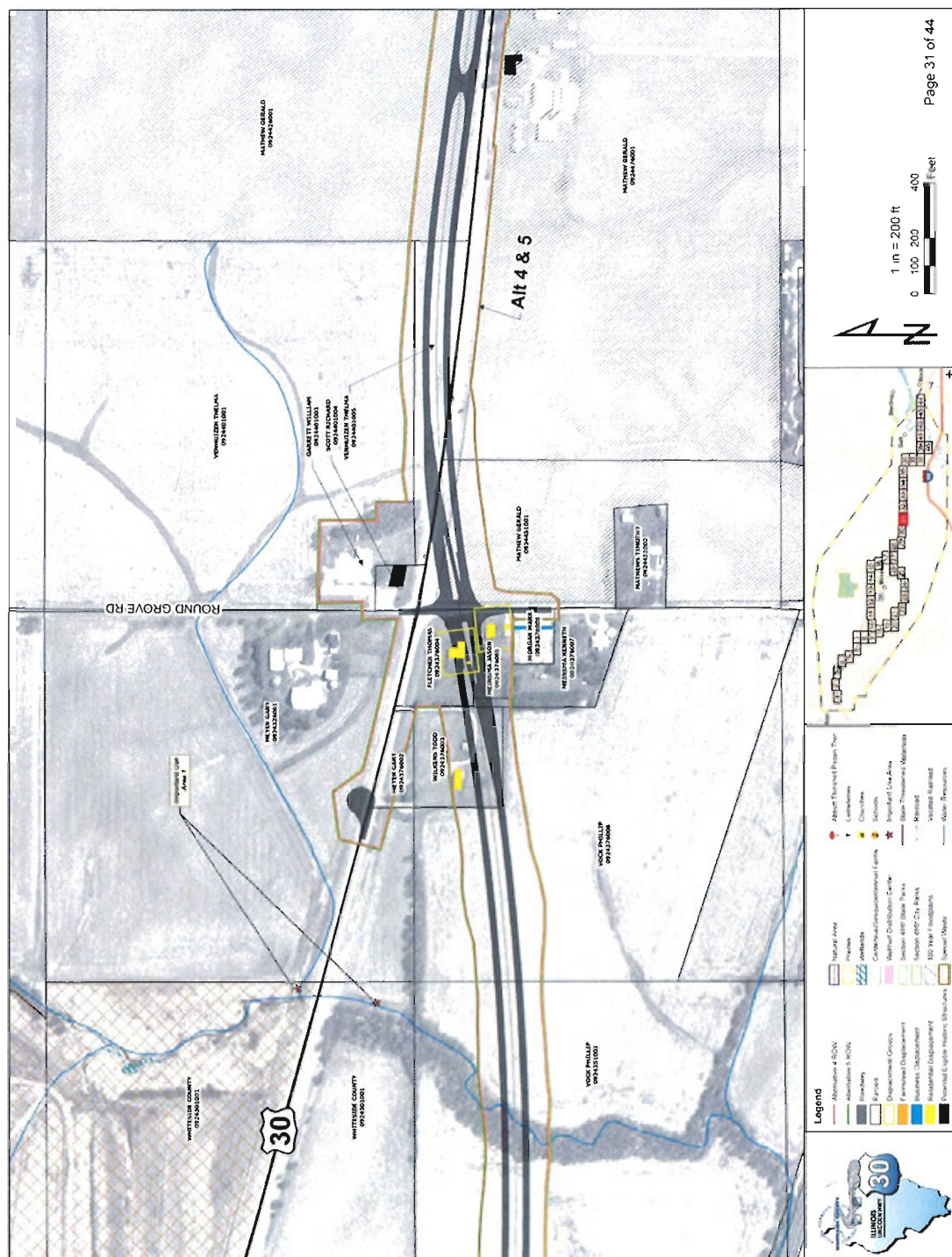


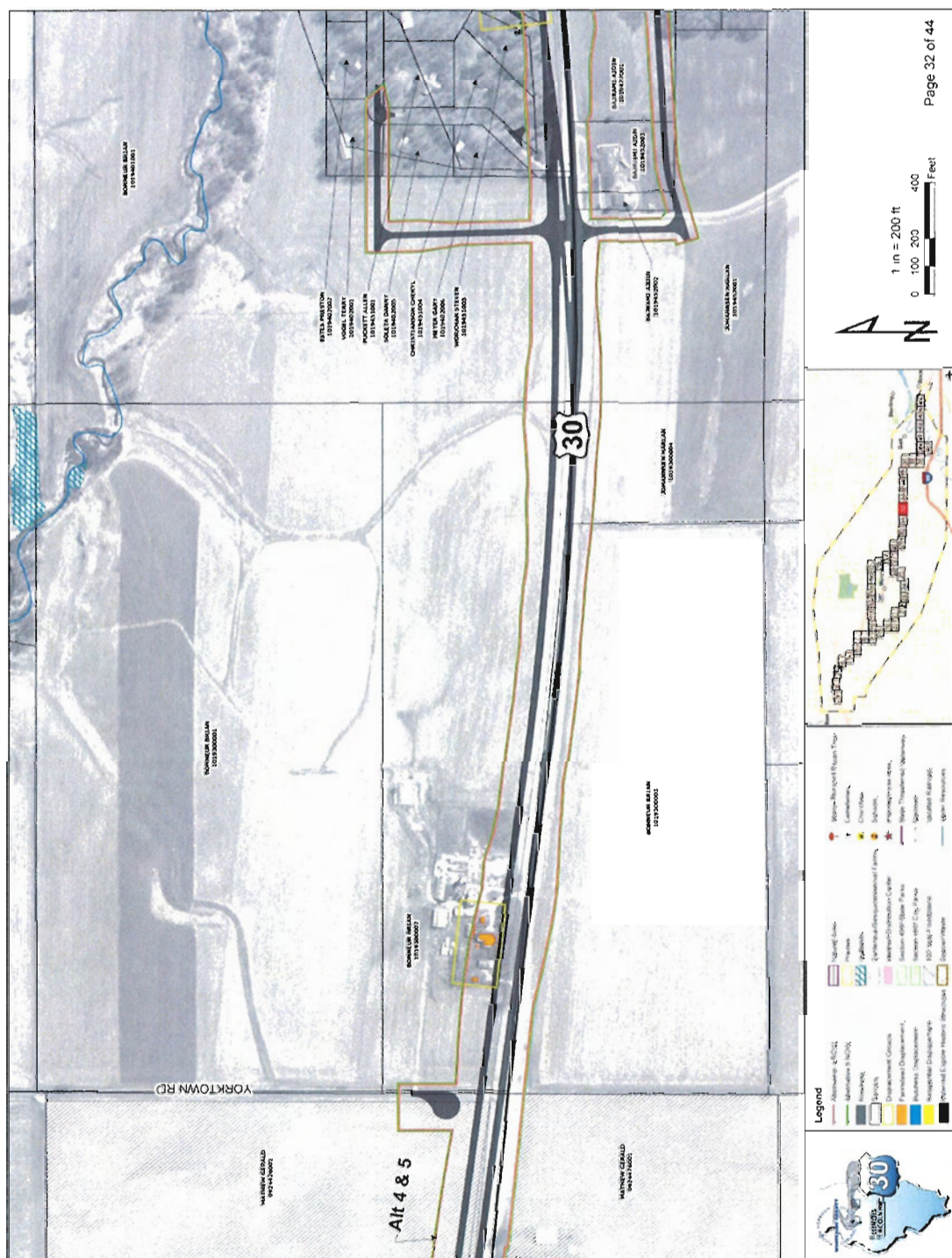


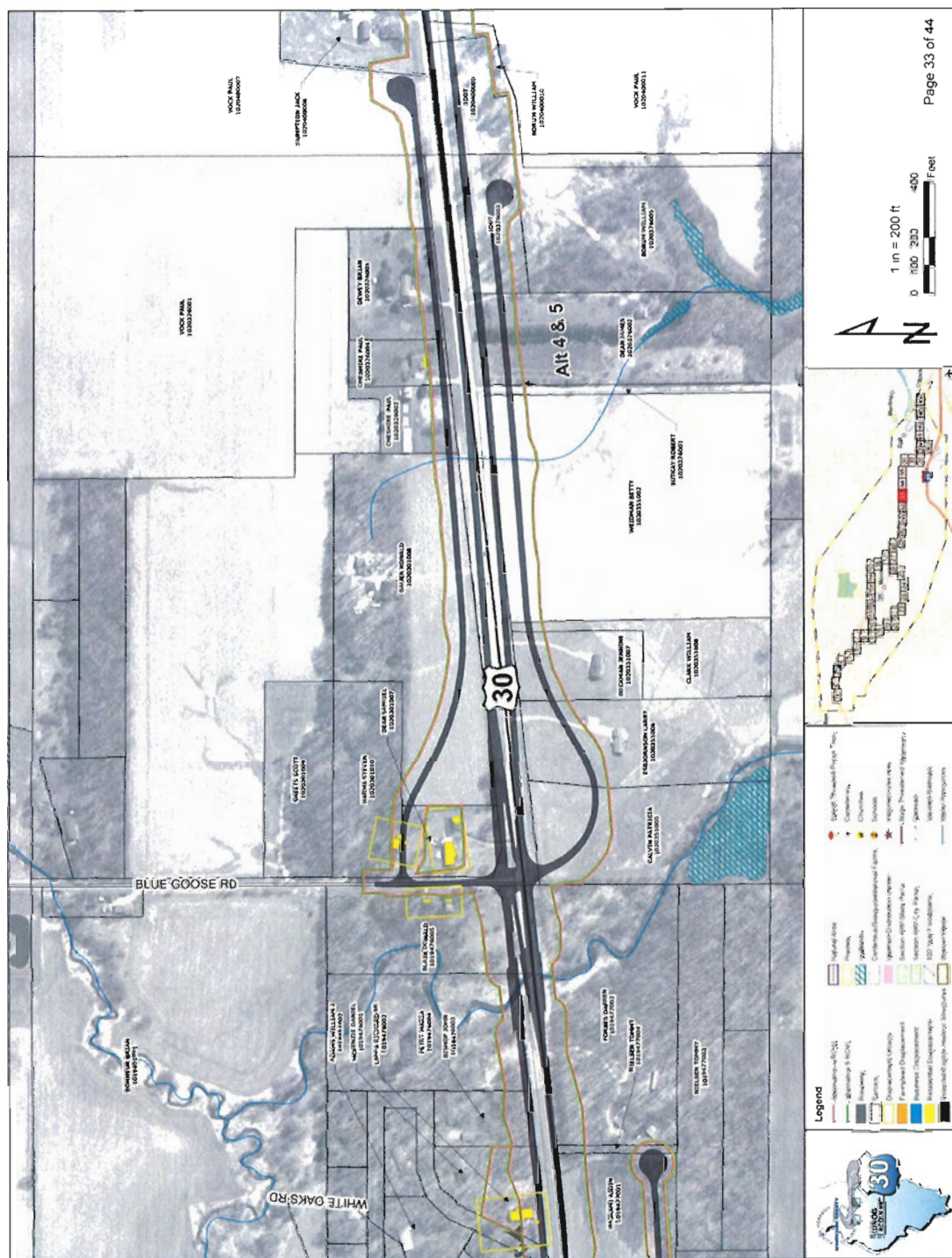


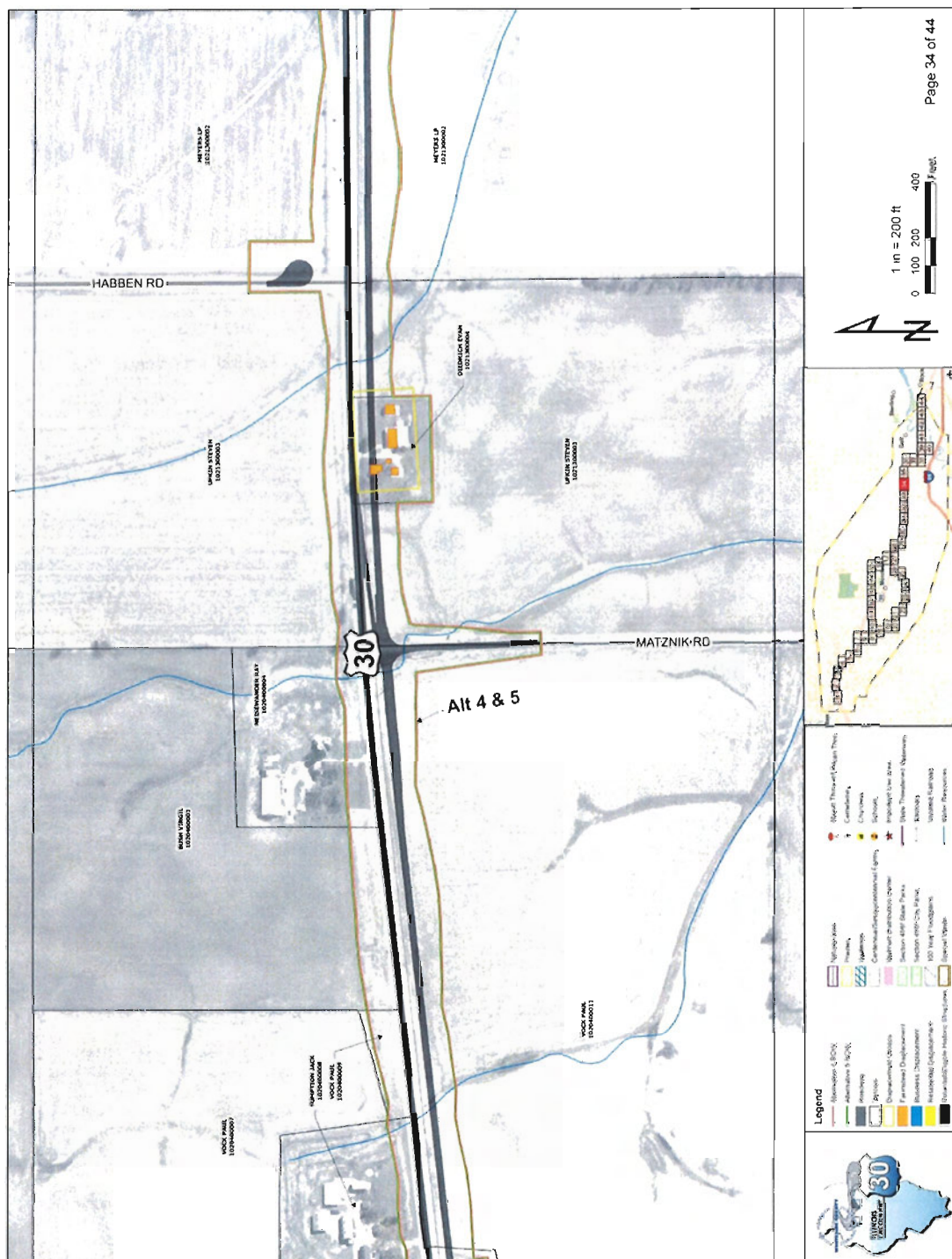




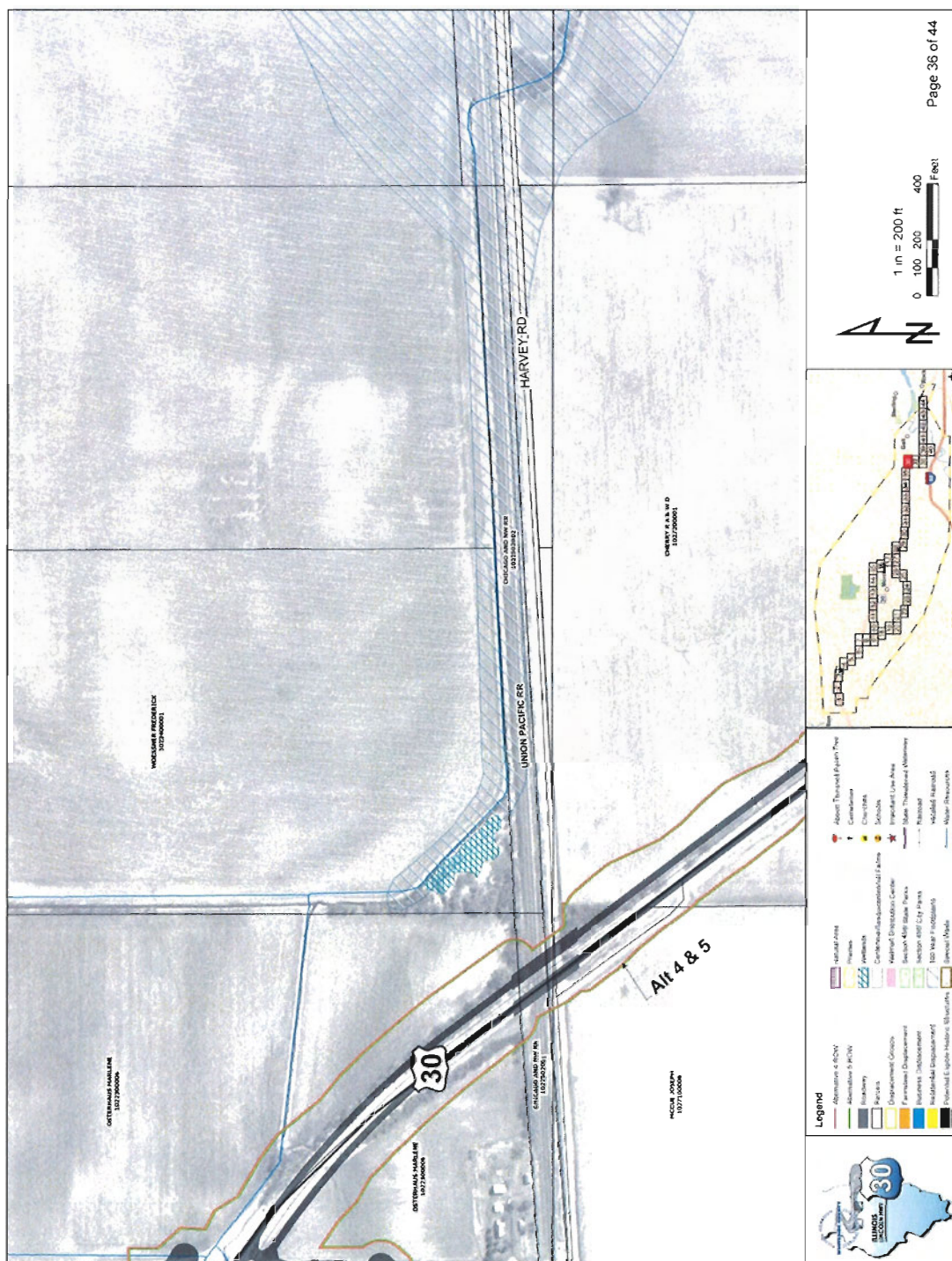


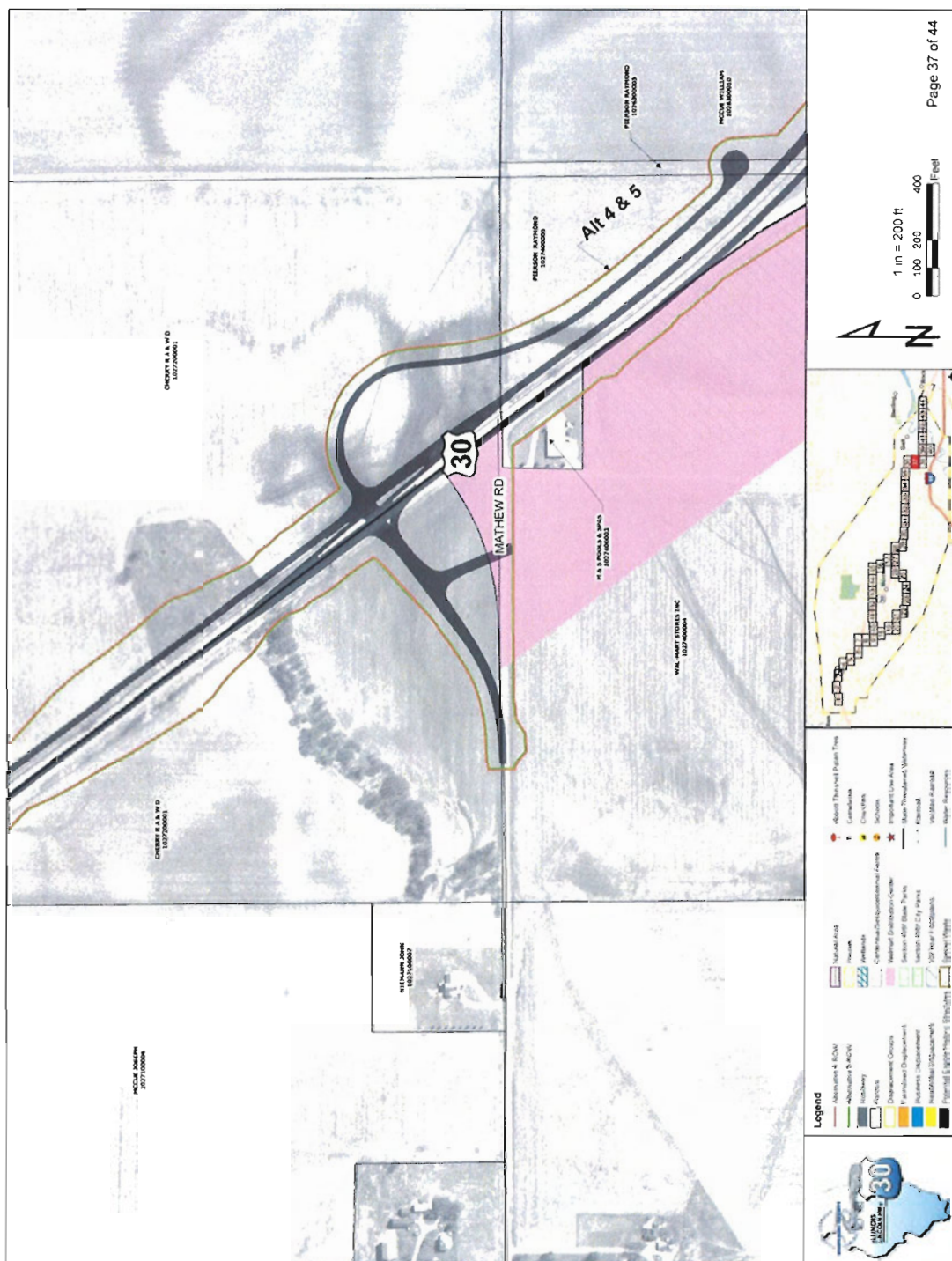


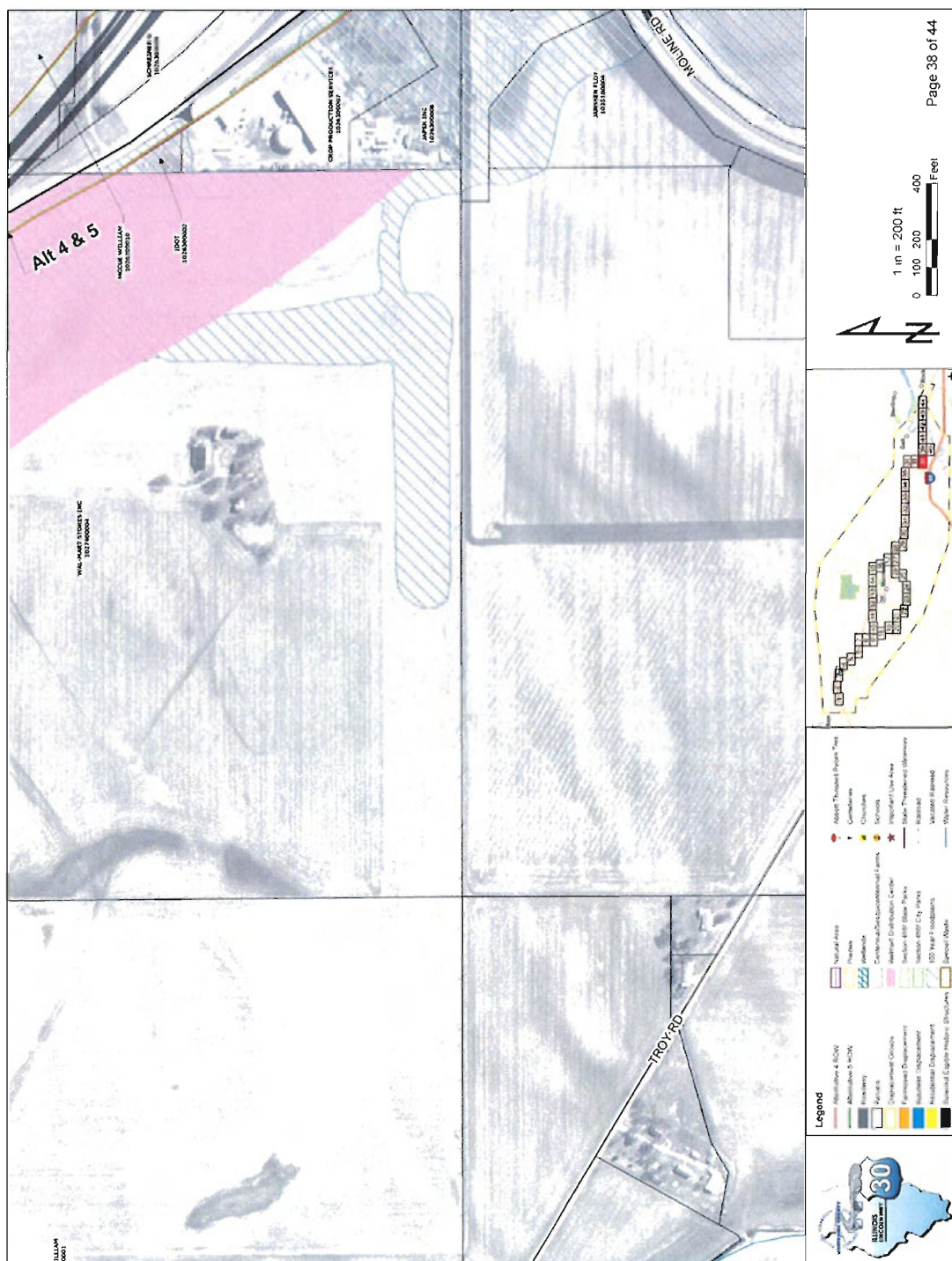


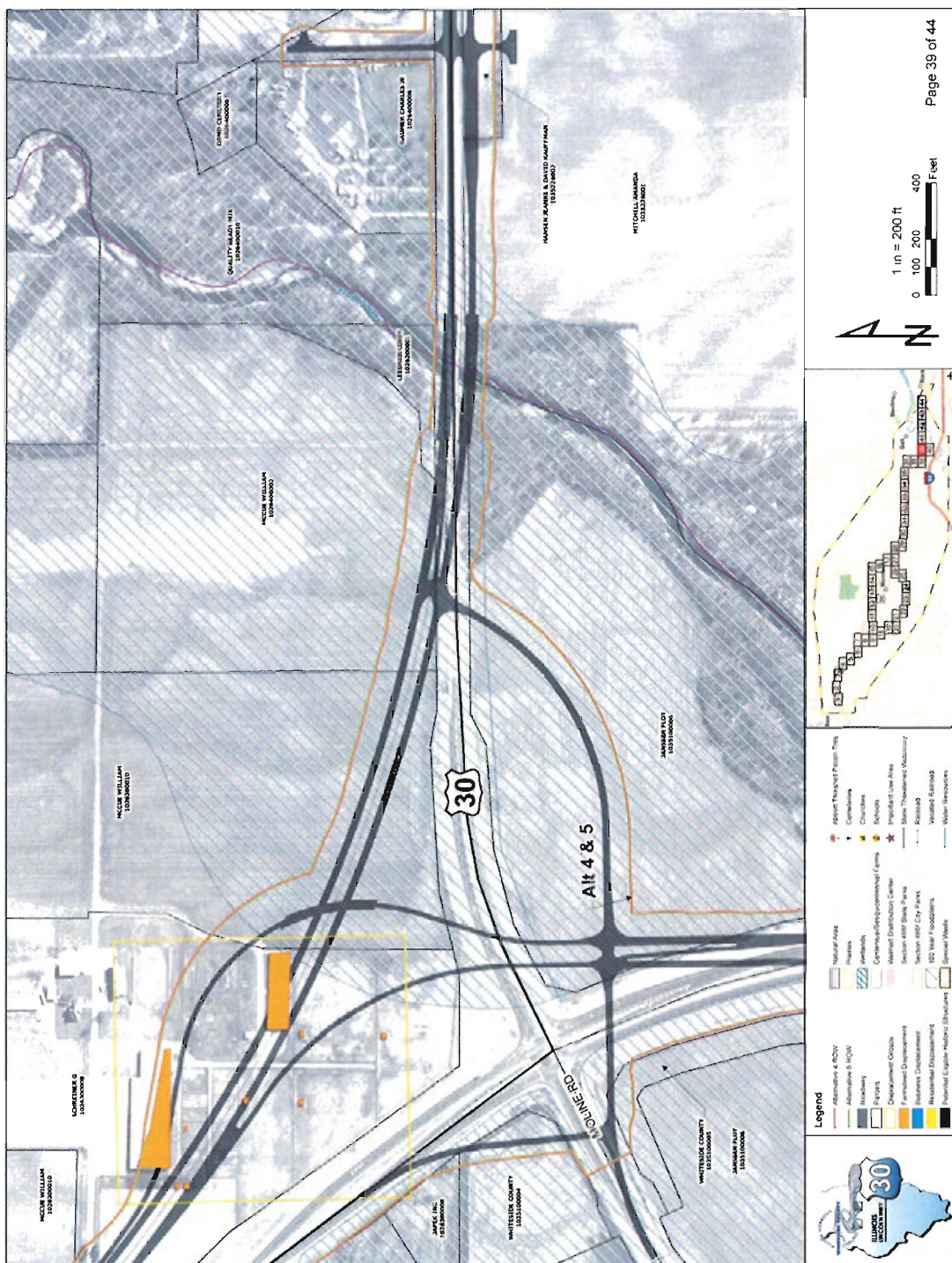


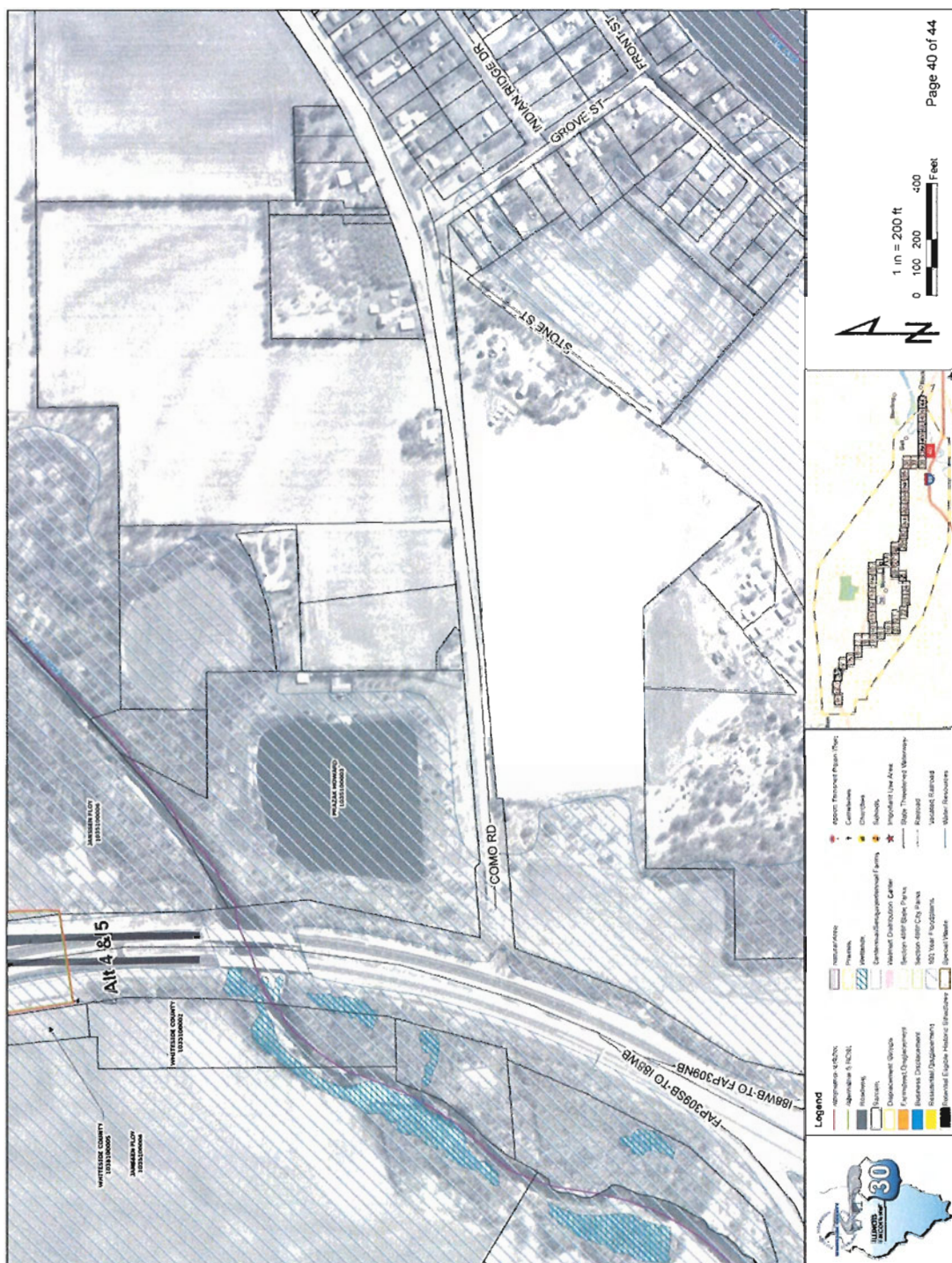


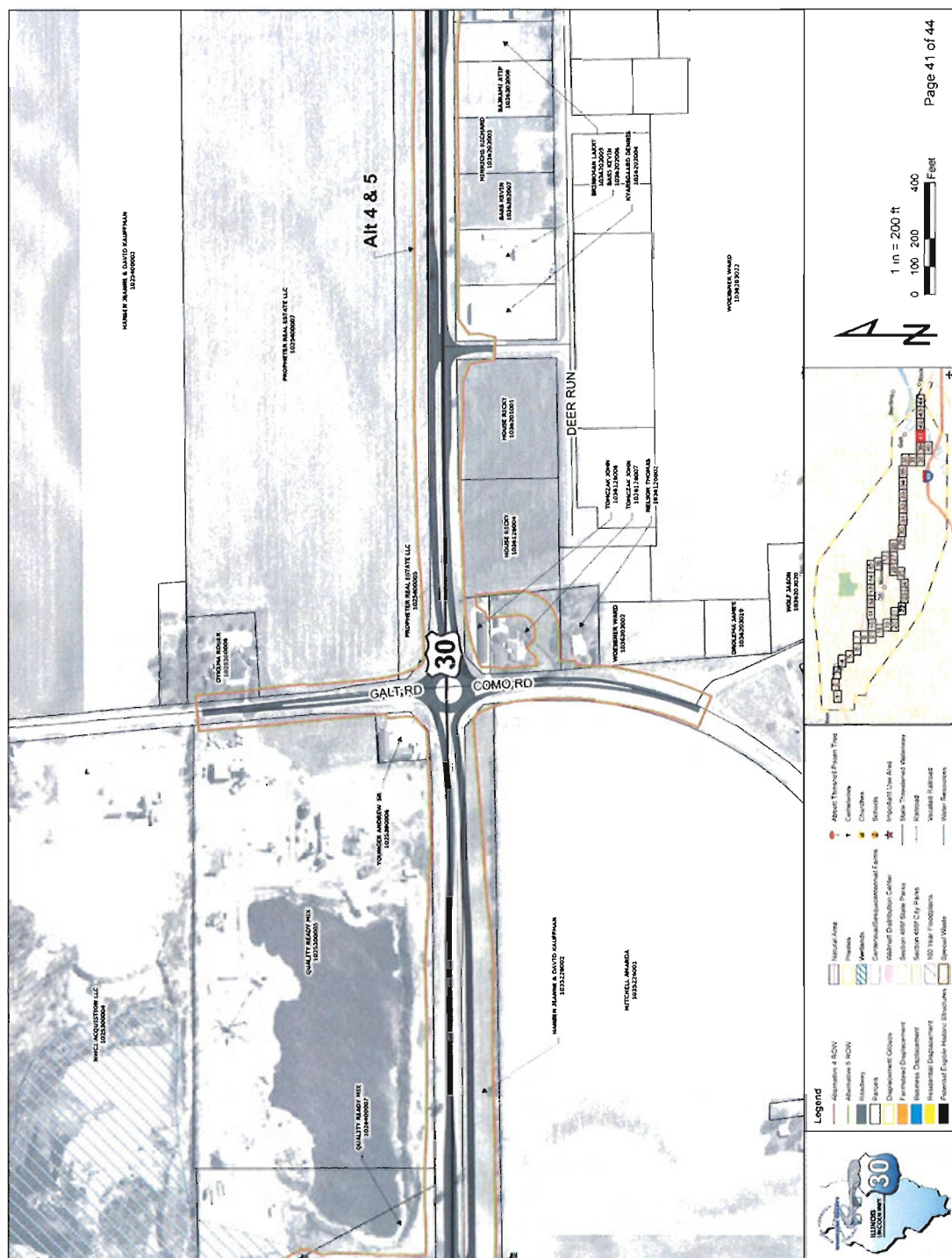


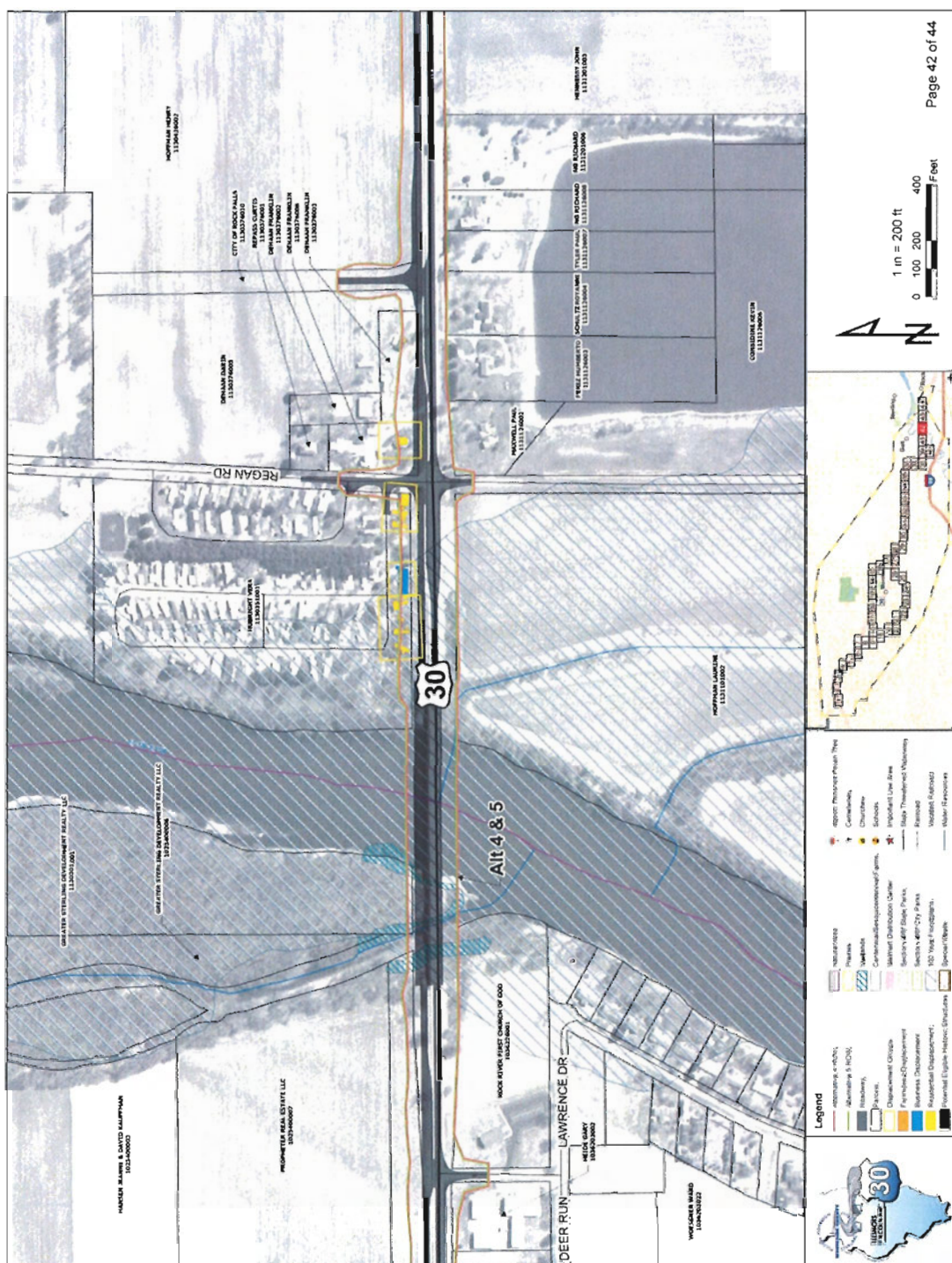




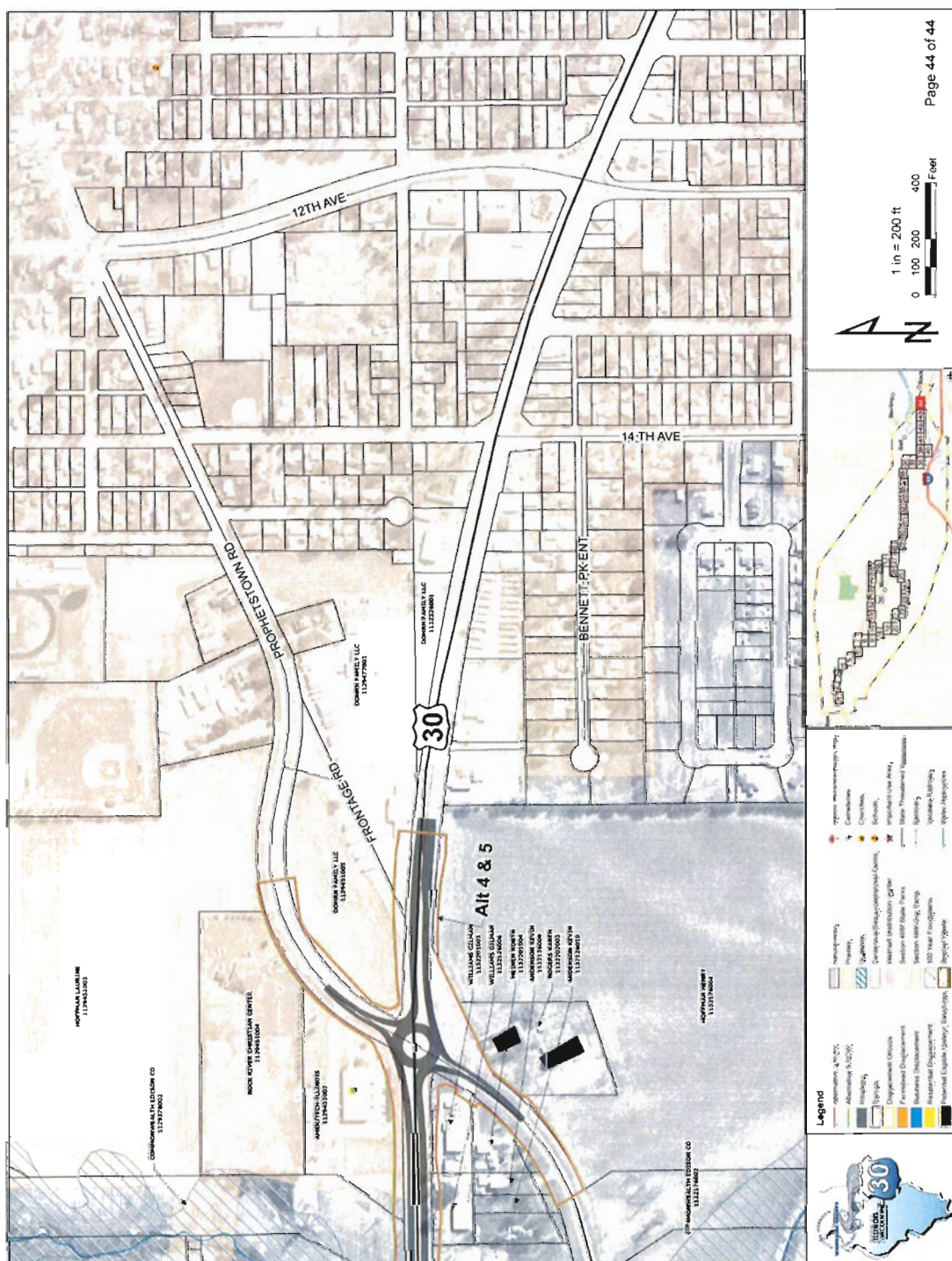












U.S. 30 ENVIRONMENTAL IMPACT STATEMENT &
PHASE I DESIGN REPORT



YOUR INPUT MATTERS

Please fill out a comment form or
speak with the Court Reporter

All Comments Must Be Received
by IDOT No Later than **July 29, 2011**

Public Hearing
Wednesday, June 15, 2011



Illinois Department of Transportation

STATION 9: Court Reporter

Callie S. Fleming
Julie K. Edeus
Dionne T. Horner
Glenda K. McNinch



Certified Court Reporters
P.O. Box 381
Dixon, Illinois 61021

Phone:
815/453-2260
Fax:
815/857-2360
E-mail:
office@itvllc.com
Website:
itvllc.com

July 8, 2011

Ms. Sheila Hudson
Hudson & Associates
1204 Washington, Suite 402
St. Louis, MO 63103

RE: Public Hearing

Dear Ms. Hudson:

Enclosed is your transcript of the Public Hearing taken on June 15, 2011
in Morrison, Illinois.

If you have any questions, please do not hesitate to contact us.

Thank you so much!

Sincerely,

ITV

Julie K. Edeus, CSR

Enclosure

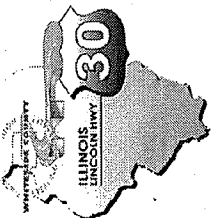
JKE



Appendix D

Comments and Responses

- Court Reporter Transcriptions
- Public Comment Forms
- Special Interests and Elected Officials
- Web mails
- Illinois Department of Agriculture
- United States Environmental Protection Agency
- United States Department of the Interior
- Illinois Department of Natural Resources



Comment #1: George Benson

3 MR. BENSON: George Benson. First of all,
4 I built roads over in Korea and -- for a year,
5 but let's go back to Morrison. 40 years ago
6 they could have had -- got -- got in their head
7 to build from 78 -- west of 78 straight south to
8 go about a mile and a half, two miles and made
9 an angle over this 78 south of Morrison, but now
10 they can't. There's a golf course and many,
11 many nice homes in there. And years ago that's
12 all that was in them hills. They could have had
13 all of that fill. Okay. I know Route 30 is
14 east to west on Lincoln Highway, but they do so
15 much in Morrison why don't they have inside
16 turning lanes. They have a couple now, but they
17 should have more and that way it eliminates the
18 slow traffic, the traffic can keep going. And
19 then we can't help it Morrison has the narrow
20 streets, but they were wide enough years ago and
21 the railroad -- I think this project is not
22 foreseen. They'll have to go over two railroads
23 to build and power lines, so what are you going
24 to do? Therefore, one thing in years to come

Response to Comment #1

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 138 to IL 40

July 23, 2011

Mr. George Benson
15688 Bunker Hill Rd.
Morrison, Illinois 61270

Dear Mr. Benson:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of a no-build alternative will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

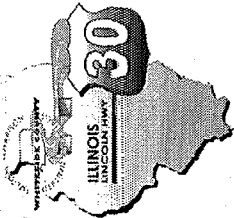
1) I know Route 30 is east to west on Lincoln Highway, but they do so much in Morrison why don't they have inside turning lanes?

The construction of a three-lane roadway would not satisfy the requirements set forth by the Purpose and Need Statement for this project. This is evidenced in engineering terms by the inability of the existing roadway to serve the projected future traffic volumes in the area of this project.

2) They'll have to go over two railroads to build and power lines, so what are you going to do?

It has been determined during the current study phase that construction of the structure over the railroads is feasible. Coordination with utilities including electric suppliers and railroads will continue as the project engineering moves forward.





Comment #1: George Benson (cont.)

1 with all that traffic old people won't have
2 cars. There will be buses that go from one town
3 to the other a couple times a week. That will
4 be coming. One alternative, are they going to
5 build the bridge across the Mississippi? Okay.
6 Look on the map and see. They can build the
7 bridge across the Mississippi, but why don't
8 they angle down towards Erie and hook into 88
9 down there. It will eliminate a lot of traffic
10 for that route because we're just small towns
11 and therefore they -- when they do build the
12 bridge that could connect from Erie up to the
13 new bridge. I know there's a lot of wetland,
14 but there's wetland anywhere where you go. So
15 therefore we will see -- yeah, I mentioned the
16 inside turning lanes. Well, back to Morrison,
17 the streets were made wide when they were made.
18 Now we're more traffic and they still have to
19 repair the present roads, add on a little more
20 width. Oh, one other thing I'm against on any
21 of these here roads, narrow the median. They
22 don't need that much farm ground taken away for
23 in between the two lanes. Narrow the median.
24 You go in big cities and they don't have no

Response to Comment #1 (cont.)

Mr. George Benson
July 28, 2011
Page 2

3) One alternative, are they going to build the bridge across the Mississippi? They can build the bridge across the Mississippi, but why don't they angle down there.

The structure on U.S. Route 30 over the Mississippi River is not within the limits of the current project. The project limits for this improvement were identified prior to the Phase I study and were based on the existing traffic needs.

4) One other thing I'm against on any of these here roads, narrow the median. They don't need that much farm ground taken away for in between the two lanes. Narrow the median.

The median width that is currently being used for the preliminary design of the proposed roadway is standard for an expressway. If the project reaches the next phase of final design, the median width will be addressed in greater detail; potentially reducing the amount of farm ground required for the new roadway.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #1: George Benson (cont.)

1 medians. They just have a big cement abutment
2 down there. I understand every mile that goes
3 to this road takes 40 acres of farmland. What
4 are we going to do in future years to live on?
5 Food will have to be sent in to this country
6 instead of we sending beans and corn across.
7 Well, another foresight thing to look at future
8 is what is the gosh darn government going to do
9 with that big prison north of Thomson? Are they
10 going to repair all them roads or are they going
11 to run all the way from Route 30 up? So as of
12 now it's all I can remember of problems that
13 will come.



Comment #2: Frances Bishop

5 MS. BISHOP: Frances Bishop, 20810 White
6 Oaks Road, Morrison, 61270. We would like
7 copies of the property owners maps Pages 32 and
8 33 so we can share with the rest of the people
9 in our subdivision.

Response to Comment #2



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/234-2271

PROGRAM DEVELOPMENT
FAP Route 309 (US 30)
Section (20+1, 17R, 16, 15, 110) PE 1
Whitefield County
Job No. P-52-107-07
US 30 from IL 136 to IL 40

July 12, 2011

Frances Bishop
20810 White Oaks Road
Morrison, IL 61270

Dear Ms. Bishop:

Enclosed please find two copies of the property owner map (pages 32 and 33) which you requested at the U.S. 30 Public Hearing that was held on June 15th.

Thank you for your participation and interest in the project. If you have further questions or concerns about the study, or would like to learn more about the project, please visit the project website at www.idt.il.gov/us30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkelsen

Eric S. Therkelsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/JW-02/12/sb
Enclosure



Comment #3: Larry Brackemyer

1 MR. BRACKEMYER: Larry E. Brackemyer. I
2 would -- when they do the bypass I would just as
3 soon they go the south route which was
4 Alternative --
5 MS. BRACKEMYER: 5.
6 MR. BRACKEMYER: I would sooner see
7 Alternative 5. I think Alternative 4 goes
8 through too much housing and the development for
9 Morrison, because we're also developers besides
10 farmers, we do a subdivision and you're coming
11 up against -- right up against my new
12 subdivision where my plans were some day to keep
13 developing that way and that's my feelings. I
14 would sooner see it go Alternative 5.
15 MS. BRACKEMYER: And our homes of the
16 people in our subdivisions are half a million
17 dollar houses and that's a big tax base for the
18 City of Morrison.
19 MR. BRACKEMYER: That's a wooded area
20 where they bought because it's so quiet and to
21 put a four-lane through there where I wanted to
22 expand it, that's why. Thanks very much. I
23 appreciate it. This is a good meeting. We can
24 see everything, so I compliment them on that.

Response to Comment #3



Illinois Department of Transportation

Division of Highways, Region 2 / District 2
5111 Depot Avenue / Dixon, Illinois 61021-3500
Telephone 815/234-2271

PROGRAM DEVELOPMENT

STUDIES AND PLANS
FAP Route 308 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 138 to IL 40

July 14, 2011

Mr. Larry E. Brackemyer
18409 Bishop Road
Morrison, IL 61270

Dear Mr. Brackemyer:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/inf30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Thorndison, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
S37/jh-1216/ah



Comment #4: Mr. & Mrs. Brinkman

10 MR. BRINKMAN: William Brinkman, 11879
11 Yager Road. Well, on this where it's the route
12 split -- the north and south route, why can't
13 they be joined and go on that north -- on the
14 south so they both go -- so they don't take out
15 one farm there. That's one comment there. And
16 then up by Damen Road they have a cutoff there
17 to go to the park which I don't think they
18 really need. They can go off of 78 and come in
19 the way they've always been coming in off of 78
20 on -- what is that -- on Damen Road. That's
21 basically it.

22 MS. BRINKMAN: Or they could make an
23 alternative entrance into the state park and go
24 up 78 and go the back way into the state park.

1 Sue Brinkman.

2 MR. BRINKMAN: That's all we got.

3 MS. BRINKMAN: That would make me happy.

24 MS. BRINKMAN: They can't survive.

11 MS. BRINKMAN: It's sad. Do you have
12 anything else?



Response to Comment #4

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collinsville, IL 62234-6124
1-565-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 15, 16, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 29, 2011

Mr. & Mrs. William Brinkman
11879 Yager Road
Lyndon, IL 61261

Dear Mr. & Mrs. Brinkman:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

1) *Why aren't the north and south routes where they split be joined to minimize the impact to the farm land in the area?*

There were a number of engineering, environmental, and social factors that went into the decision of splitting the routes at this location. First, the engineering factors that had to be considered in this area were the terrain, feasibility of construction, and geometrics (minimizing the curves in the road). Second, environmental factors such as wetlands and potential historic homes were avoided by selecting this as the location where the routes would split. Third, by selecting this location, it avoided multiple residential displacements in the Union Grove area.

2) *Up by Damen Road they have a cutoff there to go to the park which I don't think they really needed.*

Please be aware the park access will not be altered from its current configuration.



Response to Comment #4 (cont.)

Mr. & Mrs. William Brinkman
July 29, 2011
Page 2

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-766-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #5: Orville Bush

6 MR. BUSH: Orville Bush, 16333 Hazel Road,
7 Morrison, Illinois. This farm is -- or this
8 road is going to cut right straight kitty-corner
9 across my farm and it's going to make a lot of
10 confusion for me trying to get across this road
11 with machinery. It's going to cut up my land
12 into little three-quarter pieces. I've farmed
13 here since 1955. I've owned the land. I hate
14 to see it all cut up. I recommend you do not
15 build this road because it's going to be
16 inconvenient for a lot of farmers.

Response to Comment #5



Division of Highways, Region 2/District 2
8333 Hazel Road
Morrison, Illinois 61220-13500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20+1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 14, 2011

Mr. Orville Bush
16333 Hazel Road
Morrison, IL 61220

Dear Mr. Bush:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.state.il.us/psg30/index1.htm>, or contact the project hotline at 1-888-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
SSR/PL-021916



Comment #6: Suellen Girard

17 MS. GIRARD: My name is Suellen Girard.
18 I'm from Morrison and I'm the superintendent of
19 schools. So I'm more interested in looking at
20 the big picture and in looking at the big
21 picture for the community the southern route
22 that goes closer to the business part and
23 industrial part seems like it would be of more
24 benefit financially to the Morrison community.

Response to Comment #6



Illinois Department of Transportation

Division of Highways/Region 2/District 2
815 Depot Avenue/Decatur, Illinois 62521-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

STUDIES AND PLANS

FAP Route 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County

Job No. P-92-107-07

US 30 from IL 136 to IL 40

July 14, 2011

Dr. Suellen Girard, Superintendent
Morrison Community Unit School District #6
643 Genesee Avenue
Morrison, IL 61270

Dear Dr. Girard:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.il.gov/h30/index.html> or contact the project hotline at 1-888-ROUTE30 (1-888-768-5330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
ssprjw-021/ea



Comment #7: Mr. & Mrs. James Hruby

14 MS. HRUBY: Chris Hruby and I'm opposed to
15 it. I don't think there's a need for it. I
16 think it's going to hurt business in the area
17 for the city as a whole. And then as far as our
18 business is concerned, it's very close to our
19 business. We have a waste water pond that I
20 would be concerned about as well as access to
21 our business. We've got a fence that will
22 probably be affected. We'll probably lose some
23 right-of-way. So those are just negatives. Is
24 there anything that you have?

1 MR. HRUBY: The waste water probably is
2 the main thing because that would be an EPA
3 issue where you'd have to get another permit
4 from them to move it.

5 MS. HRUBY: And if there were a spill
6 during construction these guys would probably be
7 in a little hot water, so it's just a concern.

8 MR. HRUBY: Jim -- or James Hruby,
9 H-R-U-B-Y. Yeah, my dad started the business
10 out in Morrison, you know, years ago in 1984, so
11 I just took over. He passed away a year ago,
12 so --



Response to Comment #7

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collinsville, IL 62234-8124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whitehouse County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 29, 2011

Mr. & Mrs. James Hruby
9470 Lincoln Rd.
Morrison, IL 61270

Dear Mr. & Mrs. Hruby:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

We have a waste water pond that I would be concerned about. We've got a fence that will probably be affected. We'll probably lose some right-of-way. The waste water probably is the main thing because that would be an EPA issue where you'd have to get another permit from them to move it.

IDOT will take into consideration the location of your waste water pond. If the final design of the proposed project does impact it, then the Department will compensate you for your loss through our land acquisition process.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #7: Mr. & Mrs. James Hruby (cont.)

13 MS. HRUBY: Yeah, we don't live out here.

14 MR. HRUBY: So we're traveling two hours
15 back and forth trying to, you know, get
16 information. We're just concerned about the
17 business, trying to keep it going.

18 MS. HRUBY: And the other concern I have
19 is just the people that have businesses being
20 displaced, but more so the residents in the
21 area. So I think that's it.

22 MR. HRUBY: That should do it. Thank you.

23 MS. HRUBY: Thanks a lot.



Comment #8: Douglas A. Pannier

1 MR. PANNIER: Douglas A. Pannier. I'm a
2 resident at the end of Ridgewood Drive. If the
3 northern route would be the one that is selected
4 it would be within 2 to 400 feet of my home. My
5 home is brand-new, essentially five years old.
6 Had I known the northern route would have been
7 put there I would have never built the house
8 there. The subdivision I'm in is the highest
9 tax base subdivision within the City of Morrison
10 that's new residential construction. In the
11 event that this would go into effect the tax
12 base would obviously drop because people would
13 appeal their taxes given the value of the homes
14 would be less with a four-lane highway sitting
15 there. Secondly, from a fiscal perspective, the
16 State of Illinois needs to take care of their
17 pensions first, their schools, their social
18 (sic) programs before they should consider
19 spending more money on programs that maybe
20 aren't necessarily as important. Thirdly, I
21 believe that in the event that the route would
22 be chosen, if needed, to go south, it makes more
23 sense logistically from a connection point with
24 Route 78, Route 88 and it would give more access

Response to Comment #8



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois 61021-3500
Telephone 815/234-2271



PROGRAM DEVELOPMENT

STUDIES AND PLANS

FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 14, 2011

Mr. Douglas A. Pannier
1718 Ridgewood Drive
Morrison, IL 61270

Dear Mr. Pannier:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therikidesen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
SAP/94-0216/25



Comment #8: Douglas A. Pannier (cont.)

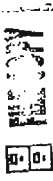
1 to the new Wal-Mart Distribution Center which is
2 obviously a big source of the truck traffic.
3 Also, I think the quality of life would be
4 severely impacted. It's a subdivision which I
5 live that is quiet, rural, residential and
6 having a lot of truck traffic would add to the
7 noise as well as take away from the wildlife and
8 the scenery that's out there. I also believe
9 the northern route would impact more homes,
10 would have a bigger impact on the taxes that the
11 City of Morrison and the County would be able to
12 generate because it's a newer section of town
13 where the growth is coming from and newer homes
14 generate more taxes and this would be -- this
15 would impact the City as well as the County
16 financially as well as the school district.
17 That's it. Thank you.



Comment #9: Rosemary Rogers

- 1 MS. ROGERS: Rosemary Rogers. So I'd like
- 2 -- I'd like to have the road north of my
- 3 sister's house which is 14278 Robertson Road.
- 4 That's it. Rosemary Rogers, 8889 Lincoln Road,
- 5 Fulton, Illinois.

Response to Comment #9



Illinois Department of Transportation

Division of Highways/Region 2/District 2
819 Duane Avenue, Northbrook, Illinois 60062-3500
Telephone 815/234-2271



PROGRAM DEVELOPMENT

STUDIES AND PLANS
FAP Route 308 (US 30)
Section (20-1, 17R, 16, 15, 14) PE 1
Whiteside County
Job No. P-42-107-07
US 30 from IL 136 to IL 40

July 14, 2011

Ms. Rosemary Rogers
8889 Lincoln Road
Fulton, IL 61252

Dear Ms. Rogers:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/us30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Thorkildsen

Eric S. Thorkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
S&P/jpw-02/17ab



Comment #10: Larry Russell

MR. RUSSELL: My name is Larry Russell, R-U-S-S-E-L-L. Well, as a community leader many of us are very concerned that a no-build option still remains an option given the amount of support received at both the federal and state levels. The safety and environmental impacts of a no-build approach are significant. From the standpoint of safety first, the high incident rate on the subject stretch of Highway 30 will only increase in the months ahead with expanding college campuses at each end of the corridor and a major rail port complex under construction in Clinton. Design modifications to current -- to the current two-lane roadway cannot resolve this growing safety issue. An environmental impact of increased truck traffic through Morrison's historic district is significant. Air quality and noise levels in that restricted corridor will deteriorate further. Fuel consumption will increase with longer waits at stoplights and side streets. The potential for hazardous cargo releases increases with congestion. The consequences of releases adjacent to downtown businesses and residences are more severe. From a priority standpoint, at the very minimum a bypass of Morrison, preferably the southern route should receive highest priority. The impacts on farmland with a bypass are -- are more than offset by increasing deterioration of Morrison and wasted fuel and hazards for motorists, pedestrians and bicycles. I appreciate the opportunity to add these comments and I submit this as Larry Russell, the mayor of

Response to Comment #10

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40
June 29, 2011

Honorable Larry Russell
Mayor, City of Fulton
415 1st Avenue
Fulton, IL 61252

Dear Mayor Russell:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of a southern alignment will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"Many community leaders in Fulton are very concerned that a 'no-build' option still remains an option given the amount of support received at both the Federal and State levels."

Although the no-build alternative might not seem reasonable, it must be included in the Environmental Impact Statement analysis as required by the National Environmental Policy Act and Federal guidelines. This alternative is used as the basis to compare against any proposed build alternatives.

If the no-build alternative is the preferred alignment, then existing U.S. Route 30 will continue to be maintained by the State. In addition, some types of construction on the existing roadway such as resurfacing, and addressing safety and geometric improvements may be required depending on traffic needs and highway conditions.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.





Comment #10: Larry Russell (cont.)

Response to Comment #10 (cont.)

- 1 the City of Fulton on the west end of this
- 2 project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #11: James Scott

12 MR. SCOTT: James Scott, 600 Hickory Hills
13 Drive, Morrison, Illinois, 61270. My major
14 concerns are the flooding along Rock Creek. I
15 live on the south side of Morrison along the
16 creek. We've had two 500-year floods in the 20
17 years I've lived there. I've lost finished
18 basements in 1997 with the 500-year flood and
19 2002 with the 500-year flood. My concern is if
20 we go on a southern route with this it's just
21 going to build another dam along Rock Creek and
22 create more water hazard for those of us living
23 along the creek and the businesses along the
24 creek in Morrison.



Response to Comment #11

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lenter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 28, 2011

Mr. James Scott
600 Hickory Hills Drive
Morrison, Illinois 61270

Dear Mr. Scott:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"My concern is if we go on a southern route with this it's just going to build another dam along Rock Creek and create more water hazard for those of us living along the creek and the businesses along the creek in Morrison."

In creating the proposed alignments, there were many engineering and environmental issues considered to meet both State and Federal guidelines. Any improvement proposed for U.S. Route 30 will require an analysis of water flow to be completed to determine and prevent additional flooding impacts due to new construction.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.



Response to Comment #11 (cont.)

Mr. James Scott
July 29, 2011
Page 2

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #12: Louis & Kathy Sedig

18 MR. SEDIG: Louis Sedig. Well, I guess on
19 the south route the road passes directly right
20 through our pasture and our property. It misses
21 the buildings.

22 MS. SEDIG: 4 acres, it takes at least 2,
23 2 and a half.

24 MR. SEDIG: And the question is it almost

1 seems like uncanny how it just goes right for
2 our property. I understand that these guys got
3 constraints too and I don't know all the
4 constraints, you know, but why couldn't the road
5 just be shifted 500 feet and miss us altogether.
6 The concern is that, you know, this road might
7 not come to be for quite a number of years. We
8 might want to sell the property and you know,
9 with that route impending there right through
10 the property we'll never be able to sell
11 perhaps, you know and get a good market value
12 out of it and so, you know, we would like
13 closure on that so that we can, you know, kind
14 of think of our future with some bit of
15 certainty as much as that is possible.

Response to Comment #12



U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lenter Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 18, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 29, 2011

Louis & Kathy Sedig
14366 Sawyer Rd.
Morrison, IL 61270

Dear Mr. & Mrs. Sedig:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below:

"I guess on the south route the road passes directly right through our pasture and property. Why couldn't the road just be shifted 500 feet and miss us altogether."

The information presented regarding your property has been reviewed by the study team and will be further evaluated if Alternative 5 is selected as the preferred alignment for the U.S. Route 30 Improvement.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-788-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #13: Mary Snoke

4 MS. SNOKE: Mary Snoke, 14163 Damen Road,
5 Morrison, Illinois. Well, that park road was
6 supposed to go from 78 right -- a direct route
7 right into the park, but -- they said when they
8 originally started the park years ago and
9 somebody that owned ground there put a stop to
10 it and they didn't want it going through their
11 ground and we were told today that, well, the
12 park is set up for the road to come in that way
13 and -- the way it is now and I said the park
14 needs a change anyway. They can -- they can
15 make a new road and come in and kind of direct
16 access. The roads are so winding going into the
17 park the way it is that it's kind of a traffic
18 hazard. And then as far as the route itself, I
19 think they should just have a no build and just
20 fix what they've got and leave it. They're
21 displacing so many farms. It's got to stop
22 somewhere. And taking so much farm ground for
23 roads they can't --



Response to Comment #13

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 29, 2011

Ms. Mary Snoke
14163 Damen Road
Morrison, IL 61270

Dear Ms. Snoke:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"They can make a new road and come in and kind of direct access to the park. The roads are so winding going into the park the way it is that it's kind of a traffic hazard."

Please be aware the park access will not be altered from its current configuration.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #13: Mary Snoke (cont.)

1 MS. SNOKE: Yeah. Well, they expect the
2 farmers to produce grain and they're using all
3 this farm ground. It's just not right. And so
4 I feel sorry for the people that it's
5 displacing. It's just -- it's -- they don't
6 have -- the people that's doing it, they're
7 obeying orders but the government doesn't own
8 these places, they haven't been in the family
9 for years and they don't know the hurt and the
10 pain that it's causing and --

13 MS. SNOKE: No.



Comment #14: David Stoudt

5 DAVID STOUT: My name is Dave Stoudt,
6 14749 Norrish Road. The option to the northern
7 route will completely devastate the quality of
8 life at my residence. I believe it will greatly
9 impact the wildlife that goes on my property and
10 through my property. I think it will greatly
11 impact the wildlife that follows the Rock Creek
12 from the state park in the town and to the east.
13 If the fundamental idea of the overpass -- or
14 the bypass is to diminish traffic through town,
15 then it seems obvious to me that the southern
16 route is really the only viable option. The
17 purpose is to diminish traffic through town.
18 Almost all of the truck traffic that goes
19 through town either is going through town, but
20 the vast bulk of that is heading down 78 to
21 I-88. The northern route has no impact upon
22 that traffic. If the northern route is built,
23 the same number of trucks will be coming into
24 town to take 78 south to I-88.

Response to Comment #14



FILE COPY

Illinois Department of Transportation

Division of Highways, Region 2 / District 2
818 Depot Avenue / Decatur, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (24-1, 17A, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 138 to IL 40

June 24, 2011

David J. Stoudt
14749 Norrish Road
Morton, IL 61270

Dear Mr. Stoudt:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/30/federal.html> or contact the project hotline at 1-866-ROUTE30 (1-866-786-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

EST/jlw-020310b



Comment #15: John Stoudt

Response to Comment #15



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20+1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-32-107-07
US 30 from IL 136 to IL 40

July 14, 2011

Mr. John Stoudt
504 Maple
Morrison, IL 61270

Dear Mr. Stoudt:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-788-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
SAP:jw-0218/08

24 JOHN STOUT: John Stoudt, S-T-O-U-D-T,
1 504 Maple Avenue. I still think -- I still
2 think it would be a great idea to move the
3 railroad tracks from downtown Morrison to south
4 -- south of Morrison thus eliminating many
5 crossings and allowing emergency vehicles and so
6 forth to go from north to south and a variety of
7 other related kind of advantages. Such --
8 moving those tracks would probably cost
9 something on the order of 40 million probably,
10 but it would be a long term investment and
11 people are not accustomed to looking for -- you
12 know, down the road 50 years or something like
13 that. So I don't know what IDOT can do for us
14 in that respect. Very little apparently. But
15 we still at least -- and by the way, I've heard
16 a number of people make the same comment that,
17 gee, it would be nice if we didn't have the
18 train tracks running right through Morrison, so
19 if it -- if there were enough effort made and
20 I'm retired and I'm not going to do it, but if
21 enough effort was made I'm sure that you could
22 stir the people into doing something about it.
23 And of course, running the tracks in places
24 alongside of the expressway would probably be a



Comment #15: John Stoudt (cont.)

- 1 good idea. Well, this is going nowhere, but
- 2 every time you're here I usually do this. I
- 3 have pretty much the same speech. And anyway,
- 4 thank you for listening.



Comment #16: Violet Stoudt

14 MS. STOUT: Violet Stoudt. I feel that
15 if the northern route was chosen it would not be
16 beneficial or effective. If the northern route
17 were chosen it would cut through our
18 neighborhood which is -- a large portion of it
19 is covered by forest area which is filled with
20 wildlife. The deer and coyote that live in the
21 area often travel through our property either
22 coming or leaving that forest. If the highway
23 was to go on the northern route it would change
24 the atmosphere of the area and property that
1 I've grown up in and where my younger sister
2 will grow up in dramatically. Not only would
3 the deer and coyote be in incredible danger with
4 the increase in traffic and also losing huge
5 portions of their habitat as would the large
6 amount of bird and the owls that we hear
7 frequently. If the northern route was chosen it
8 would dramatically change my life and the life
9 of my family and also the lives of all the
10 animals in the area. I would like for the
11 southern route to be chosen instead.

Response to Comment #16

FILE COPY



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 West Avenue / Dixon, Illinois 61021-3508
Telephone 815/284-2271

PROGRAM DEVELOPMENT

STUDIES AND PLANS

FAP Route 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County

Job No. P-92-107-07

US 30 from IL 136 to IL 40

June 23, 2011

Violet Stoudt
14748 Morrish Road
Morrison, IL 61270

Dear Ms. Stoudt:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about this study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-788-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

SLP/PLD/8946



Comment #17: Lois Workman

1 MS. WORKMAN: Lois Workman, 20862 White
2 Oaks Road, Morrison, Illinois, 61270. Well, my
3 concern is I am a 76-year-old widow. We built
4 our house in 1976 and I am afraid my property
5 value is really going to be going down beings
6 that this proposed road is going in and I am,
7 like I said, thinking of selling and moving into
8 Sterling, so I just am wondering what this is
9 going to do to the property values. What else
10 -- what else would I -- I mean, I -- I don't
11 know what else to say. I am just afraid I'm
12 going to have a four-lane highway underneath my
13 bedroom window. In fact, they're taking my
14 neighbor's house, so what's that going to do
15 also to my value of my house. Okay. Thank you.

Response to Comment #17



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3600
Telephone 815/284-2271

FILE COPY

PROGRAM DEVELOPMENT

STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 18, 16, 110) PE 1
Whitehouse County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 29, 2011

Ms. Lois Workman
20862 White Oaks Road
Morrison, IL 61270

Dear Ms. Workman:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.il.gov/h30/mcontext.html> or contact the project hotline at 1-866-ROUTE30 (1-866-786-8330).

Sincerely,

Eric S. Therakian

Eric S. Therakian, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
SAP/jw-022716



Comment #18: Bill Abbott



PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/Email/EForm301>)

NAME Bill Abbott
ADDRESS 6267 Penrose Rd
CITY Fulton, IL STATE IL ZIP CODE 61252
TELEPHONE (HOME) (815) 589-2424

Check one or more if applicable:
☐ Homeowner ☒ Farmer/Ranch Land Owner ☐ Business Owner ☐ Developer ☐ Other
Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comments? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

The IDOT should have done a good job of looking at the
publicizing the ratings. Everyone who attended for the opportunity
to express his opinion.
I support the route 30 project because they want to build the route on the
existing route south and that way we can have a better road.
When building the road they try to disrupt farming operations and the
are people who live in the area. They want to build the route on the
side of the road.
Building the route 30 is a good idea because it will help the
economy and it will help the people who live in the area. It will
also help the people who live in the area. It will help the people who
live in the area. It will help the people who live in the area.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #18

FILE COPY



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
815 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 138 to IL 40

June 23, 2011

Bill Abbott
6267 Penrose Road
Fulton, IL 61252

Dear Mr. Abbott:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/US30/Route30.htm> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

SL279W-0191/36



Comment #19: Frank Belt

Response to Comment #19

No Response Required

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morrison, Illinois, Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.state.il.us/IDOTmail.asp?fromid=1>)

NAME FRANK BELT

ADDRESS 12985 FELDMAN RD

CITY MARRISON IL STATE IL ZIP CODE 61270

TELEPHONE NUMBER (815) 772-2274

Check one or more if applicable:
☐ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

*Why don't you make RT 30 from here east to west to town
have the shoulders widened as wide as you can and make
the 2 lanes in town and then turn even if die. You
can save your neck and save the town for the. The estate is
short of money and would be a cheap way to die.*

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



Comment #20: Eric Benson



Comments may also be completed online at <http://www.idot.state.il.us/Email.asp?Form=31>

NAME Eric Benson
ADDRESS 12044 Sawyer Rd
CITY Morrisen STATE IL ZIP CODE 61270
PHONE NUMBER (815) 778-3609
EMAIL kennite@the.wisport

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other
Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I prefer the no-build option
1) Shortage of prime farmland, we should try to preserve our food supply, it is important national security
2) Shortage of funds for building a new road. Maybe we should minimize construction until better financial times
3) Negative effect on business in Morristown dependent on the other two, restaurants and gas stations

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #20



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815-284-2271

FILE COPY

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 29, 2011

Eric Benson
12044 Sawyer Road
Morristown, IL 61270

Dear Mr. Benson:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.state.il.us/30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkelsen

Eric S. Therkelsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
SSP/gw-02283a



Comment #21: George Benson

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Warren, Illinois Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION (Comments may also be compiled online at <http://www.idot.state.il.us/IDOTForm-31>)

NAME George Benson

ADDRESS 15666 Bunker Hill Rd

CITY Morris

STATE IL

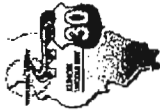
ZIP CODE 61270

TELEPHONE NUMBER (815) 749-3439

DATE JUL 29 2011

TIME 12:23 PM

FROM 31



Response to Comment #21

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-02-107-07
US 30 from IL 136 to IL 40

July 29, 2011

Mr. George Benson
15666 Bunker Hill Rd.
Morrison, Illinois 61270

Dear Mr. Benson:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of a no-build alternative will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

1) I know Route 30 is east to west on Lincoln Highway, but they do so much in Morrison why don't they have inside turning lanes?

The construction of a three-lane roadway would not satisfy the requirements set forth by the Purpose and Need Statement for this project. This is evidenced in engineering terms by the inability of the existing roadway to serve the projected future traffic volumes in the area of this project.

2) They'll have to go over two railroads to build and power lines, so what are you going to do?

It has been determined during the current study phase that construction of the structure over the railroads is feasible. Coordination with utilities including electric suppliers and railroads will continue as the project engineering moves forward.

Check one or more if applicable:

☐ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

Public opinion is first to be heard. I do not agree with IDOT to change the route to the built route. I do not agree with IDOT to change the route to the built route. I do not agree with IDOT to change the route to the built route.

Public opinion is first to be heard. I do not agree with IDOT to change the route to the built route. I do not agree with IDOT to change the route to the built route. I do not agree with IDOT to change the route to the built route.

Public opinion is first to be heard. I do not agree with IDOT to change the route to the built route. I do not agree with IDOT to change the route to the built route. I do not agree with IDOT to change the route to the built route.

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Public opinion is first to be heard. I do not agree with IDOT to change the route to the built route. I do not agree with IDOT to change the route to the built route. I do not agree with IDOT to change the route to the built route.

Public opinion is first to be heard. I do not agree with IDOT to change the route to the built route. I do not agree with IDOT to change the route to the built route. I do not agree with IDOT to change the route to the built route.

Public opinion is first to be heard. I do not agree with IDOT to change the route to the built route. I do not agree with IDOT to change the route to the built route. I do not agree with IDOT to change the route to the built route.

Public opinion is first to be heard. I do not agree with IDOT to change the route to the built route. I do not agree with IDOT to change the route to the built route. I do not agree with IDOT to change the route to the built route.

Public opinion is first to be heard. I do not agree with IDOT to change the route to the built route. I do not agree with IDOT to change the route to the built route. I do not agree with IDOT to change the route to the built route.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



Comment #21: George Benson

Response to Comment #21 (cont.)

Mr. George Benson
July 20, 2011
Page 2

3) *One alternative, are they going to build the bridge across the Mississippi? They can build the bridge across the Mississippi, but why don't they angle down there.*

The structure on U.S. Route 30 over the Mississippi River is not within the limits of the current project. The project limits for this improvement were identified prior to the Phase I study and were based on the existing traffic needs.

4) *One other thing I'm against on any of those here roads, narrow the median. They don't need that much farm ground taken away for in between the two lanes. Narrow the median.*

The median width that is currently being used for the preliminary design of the proposed roadway is standard for an expressway. If the project reaches the next phase of final design, the median width will be addressed in greater detail; potentially reducing the amount of farm ground required for the new roadway.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #23: Cheryl Christianson

The Illinois Department of Transportation (IDOT) Would Like to Hear From You
U.S. 30 PUBLIC HEARING COMMENT FORM
Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?from=31>)

NAME Cheryl Christianson
ADDRESS 20644 White Oaks Rd.
CITY IL STATE IL ZIP CODE 61270
TELEPHONE NUMBER (815) 772-4342
E-MAIL christian@frankfort.net

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.
Please do NOT build this road.
Our subdivision (White Oaks) would be negatively impacted

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #23

FILE COPY



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

STUDIES AND PLANS
FAP Route 309 (US 30)
Section (23-1, 17R, 16, 15, 110) PE 1
Whitewater County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 24, 2011

Cheryl Christianson
20644 White Oaks Road
Morrison, IL 61270

Dear Ms. Christianson:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/us30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
SSP/TW-2204/sb



Comment #24: Tom Determann

The Illinois Department of Transportation (IDOT) Would Like to Hear From You
U.S. 30 PUBLIC HEARING COMMENT FORM
Morrison, Illinois - Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?form=311>)

NAME TOM DETERMANN
ADDRESS 3601 VALLEY OAKS DRIVE
CITY CLINTON, IA 52732 STATE IA ZIP CODE 52732
TELEPHONE NUMBER 563-242-7154
E-MAIL TOM.DETERMANN@HCHSE.COM

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☒ Other STATE HIGHWAY PROGRAM
Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comments? ☒ Yes ☐ No
WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

NO BUILD IS NOT A ALTERNATIVE
THE SOUTH ROUTE IS THE BEST OVERALL
FOR BUSINESS AND THE RAILROAD PUBLIC

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #24



FILE COPY
Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 18, 15, 110) PE 1
Whiteside County
Job No. P-02-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Tom Determann
3601 Valley Oaks Drive
Clinton, IA 52732

Dear Mr. Determann:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/us30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-766-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
S&P/jw-d 100/eb



Comment #25: John & Arlene Dickey



PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/EmailFeedback.asp>)

NAME John & Arlene Dickey
ADDRESS 18105 Henry Rd, P.O. Box 201 (Not the property located on Alternative 4)
CITY Morrisson, IL 61270
STATE IL
ZIP 61270
PHONE 815-772-2564
FAX 815-772-2564
E-MAIL dickey@essex4.com

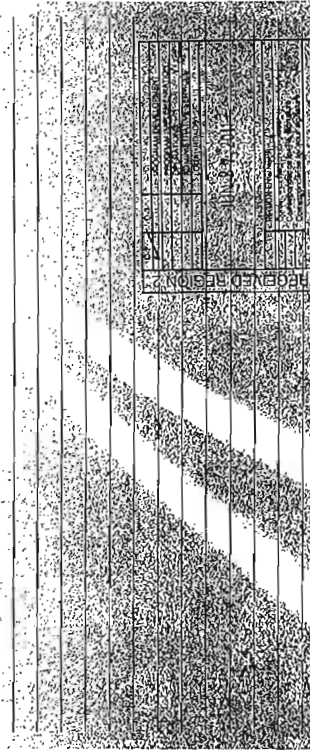
Check one or more if applicable:
☒ Homeowner ☐ Farmer/Rural Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comment? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

See attached



Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



Response to Comment #25

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collinsville, IL 62234-5124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 15, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 1, 2011

John & Arlene Dickey
18105 Henry Road
P.O. Box 201
Morrison, IL 61270

Dear Mr. & Mrs. Dickey:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below:

"Obviously, we respectfully request that No-Build or Alternative 5 be selected. However, if Alternative 4 were selected, our request would be that this proposed route be shifted so that the lake is not eliminated."

We will document this alternative preference and the reasoning you have provided. The information presented regarding the lake has been reviewed by the study team and will be evaluated for further study. Alternative 4 is the preferred alignment.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #25: John & Arlene Dickey (cont.)

The John and Arlene Dickey property is located at the intersection of Route 78 and Route 30 in Morrison, IL, and is located on Alternative 4 of the U. S. 30 Bypass. On the property is an approximate one-and-one-half acre spring-fed lake, which was stocked with sunfish, bluegills, channel catfish, and largemouth bass through the Illinois Department of Natural Resources in 2008-2009.

Three springs were discovered prior to construction of the lake. During the construction process, which was from 2002-2007, at least six additional springs were uncovered. Today a 10" tile flows virtually full from the overflow structure on the south edge of the lake into the adjacent stream.

While we have not yet generally allowed fishing on the lake in an effort to allow the fish to mature, permission was given to a grandfather suffering from cancer to fish with his young granddaughter.

We enjoy picnics and small bonfires with our family, friends and church group along the shore, and at dusk watch the emergence of a large number of bats from the grove of trees on the west side of the lake. They feed for 10-15 minutes each night.

We learned at the Public Hearing on Wednesday, June 15, 2011, that the lake is located directly in the path of Alternative 4.

Enclosed are aerial views of the property, an aerial view showing two uninhabited properties in close proximity, a copy of the Map of Build Alternatives 4 and 5 with a marked location of the lake property, and pictures including sixteen pictures of the lake with a circle on each aerial view showing the area from where the picture was taken.

Obviously, we respectfully request that No-Build or Alternative 5 be selected. However, if Alternative 4 were selected, our request would be that the proposed route be shifted so that the lake is not eliminated.

Thank you for your time and consideration.

John and Arlene Dickey



Comment #26: Charlotte Downey

Did not fill out comment form. Spoke to Rebecca Marruffo (IDOT staff) requesting a copy of property map.

Response to Comment #26



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 21, 2011

Charlotte Downey
P.O. Box 483
Rock Falls, IL 61071

Dear Ms. Downey:

Enclosed please find two copies of the property owner map you requested at the U.S. 30 Public Hearing that was held on June 15th.

Thank you for your participation and interest in the project. If you have further questions or concerns about the study, or would like to learn more about the project, please visit the project website at www.dot.il.gov/rs30/index1.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S3P/m-10239/65
Enclosure



Comment #27: Roger Drey

Response to Comment #27

No Response Required

The Illinois Department of Transportation (IDOT) Would Like to Hear From You
U.S. 30 PUBLIC HEARING COMMENT FORM
Morton, Illinois - Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <https://www.idot.gov/Email/Email.asp?form=21>)

NAME: ROGER DREY
ADDRESS: 300 EAST PARK STREET 200 W. MAIN ST.
CITY: MORRISON, IL STATE: ILL. ZIP: 61270
TELEPHONE: 815-1222-7657
EMAIL: RDREY@MORRISON.IL.GOV

CHECK ONE IF APPLICABLE:
☒ Homeowner ☐ Business Owner ☐ Developer ☐ Other: Mayor

Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comment? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I BELIEVE THE SOUTH HAVEN ROUTE BUILT AT 5, 10 AND 15 THE BEST OPTION. THE CITY HAS A RESOLUTION IN THE PAST SUPPORTING THE SOUTH HAVEN ROUTE AND STILL BELIEVES THIS TO BE THE BEST ALTERNATIVE.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



Comment #28: John Dyke

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Northwestern Illinois 1/22/2005/243, June 15, 2011

Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?form=31>

PLEASE PRINT ALL INFORMATION

NAME: JOHN DYKE

ADDRESS: 106 EAST NORTH ST.

CITY: MORGAN, IL STATE: IL ZIP CODE: 61270

TELEPHONE (NUMBER): (815) 631-4881

EMAIL: JOHN.DYKE@ILLINOIS.GOV.COM

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Ranch Land Owner ☐ Business Owner ☐ Developer ☐ Other IDOT Leadworker-Morrison

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comment? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

The planned routes seem very good choices. The impact on our town should be minimal. Informational signs and directions should direct interested traffic to their own destinations. The main thing is the overflow of truck traffic that is being our streets to handle.

One of our main concerns at our state garage is the added lane miles to maintain. As we know, road count is of a minimum. We do what we can with what we have. So far so good. There are times when we combine up to 17 back alleys people don't mind. Still, the added lane miles will call for more work.

IDOT is on it. I personally am in from if any of the proposed routes.

Sincerely,
John Dyke



Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #28



FILE COPY Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815-284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 24, 2011

John Dyke
106 E. North Street
Morrison, IL 61270

Dear Mr. Dyke:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.il.gov/esg/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
s287jm-020546

Comment #30: Sally Gray


Response to Comment #30

No Response Required

The Minnesota Department of Transportation (MDOT) Would Like To Hear From You

Pennock Blvd #1 Waco, TX 76787, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.dot.state.tx.us/Email.asp?Phone=31>)



NAME SALLY GRAY
ADDRESS 210 W. MORRIS
MORRISON
CITY IN/A
STATE N/A
ZIP CODE 76787
TELEPHONE NUMBER
E-MAIL

Check one or more if applicable:
☒ Homebased ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comments? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I AM FOR THE NO BUILD! BUSINESSES LIKE DAIRY QUEEN FS FAST STOP + CASCES WILL SUFFER A SIGNIFICANT LOSS OF BUSINESS. ALSO IT WILL IMPACT TAX \$ FOR MORRISON (SALES + MOTOR FUEL)

WHY ON EARTH WOULD THE STATE EVEN CONSIDER SUCH AN UNNECESSARY EXPENSE WHEN THERE ARE EXISTING ROADS IN NEED OF REPAIR?

LET ME MAKE FACT THAT THE STATE HAS TO MAINTAIN IF THEY WANT MAINTAIN THE ROAD AS A DO NOT GET INTO ACCIDENTS TO THEM I DON'T KNOW HOW MANY MORE ARE HERE THAN BEFORE THE STATE IS TAKING CARE OF THEM

**Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!**



Comment #31: James & Annette Hall

The Illinois Department of Transportation (IDOT) Would Like to Hear From You
U.S. 30 PUBLIC HEARING COMMENT FORM
Marion, Illinois • Wednesday, June 1, 2011

PLEASE PRINT ALL INFORMATION
Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?form=31>

Name James & Annette Hall
Address 13400 Lincoln Rd
City Marion, IL State IL ZIP Code 61270
Phone (815) 590-1945 Fax (815) 499-1215
E-mail netgemail@yahoo.com

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

This is an emotional plan on our behalf and on the behalf of our neighbors. In planning the new Route 30 project we pray you will consider all of the love it will effort in the hearts just west of Morrison. We live next to Mr & Mrs. Naleys, new lake. They have invited to much to preserve the child life and bring beauty to Morrison. We have children and grand children that love our home, as well as this beautiful stacked lake. We sit out and watch the geese and ducks swim at first in the lake, all the way through the middle we have spotted swimming himself. It might be that the birds swoop down and eat the mangroves which makes it wonderful in the evening also. We have recently adopted a good old twins. They have never had a stable hand until now had we. Really feel it would be detrimental to impact them now. We take asking that you choose a different route where when north of Morrison or do not make any changes to Route 30.



Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #31

FILE COPY

Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-407-07
US 30 from IL 136 to IL 40

July 21, 2011

James & Annette Hall
13400 Lincoln Road
Morrison, IL 61270

Dear Mr. & Mrs. Hall:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/gw-j220nsb



Comment #32: Helen Harvey

The Illinois Department of Transportation (IDOT) Would Like to Hear From You
U.S. 30 PUBLIC HEARING COMMENT FORM
Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.state.il.gov/Email/Email.asp?form=31>)

NAME Helen Harvey
ADDRESS 12289 Prairie Center Rd.
CITY Morrison STATE IL ZIP CODE 61270
TELEPHONE NUMBER (815) 472-2255
FAX None

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other _____
Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I still think the North Route Alternative is more feasible for the 4-lane highway for 30. I certainly hate to see farmland taken out of production and covered with concrete when it could still go through Harrison a 5-7 minute time to go past bridge on west end to the East end by Casey. The alternative will encounter many water crossings.
I appreciate the information and explanations given by your helpers.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #32



Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Helen Harvey
12289 Prairie Center Road
Morrison, IL 61270

Dear Ms. Harvey:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.state.il.gov/us30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

38P/gw-9 487/sb

FILE COPY



Comment #33: Robert G. Johnson

Response to Comment #33

No Response Required

The Illinois Department of Transportation (IDOT) Would Like to Hear From You
U.S. 30 PUBLIC HEARING COMMENT FORM
Morrison, Illinois - Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?from=31>)

NAME: ROBERT G. JOHNSON
ADDRESS: 1414 N. CHERRY ST. C
CITY: CALESBURG, IL STATE: IL ZIP CODE: 61401
PHONE NUMBER: (309) 368-4225

Check one or more applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comment? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

SEVERAL OF THE EARLIER ALTERNATIVES ANGLED ACROSS OUR FARM (THE ALBERT EKSTROM ESTATE, SECTION 2ND UNION GROVE TOWNSHIP)

I AM GREATLY RELIEVED TO SEE THAT THE REMAINING TWO LIKELY ALTERNATIVES DO NOT CROSS OUR PLACE.

THANK YOU, R. Johnson

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



Comment #34: Roger Johnson

"The Illinois Department of Transportation (IDOT) Would Like to Hear from You"
U.S. 30 PUBLIC HEARING COMMENT FORM
Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?from=31>)

NAME Roger Johnson
ADDRESS 1209 - 9th AVE
CITY Fulton STATE IL ZIP CODE 61252
TELEPHONE NUMBER (815) 589-2422

CHECK ONE or more if applicable:
☒ Homeowner ☐ Farm/Ranch Land Owner ☐ Business Owner ☐ Developer ☐ Other
Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I would prefer Alternative #5
Starting sooner the better!
Roger Johnson

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #34

FILE COPY
Illinois Department of Transportation



Division of Highways, Region 2 / District 2
519 Depot Avenue / Dixon, Illinois 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-07-07
US 30 from IL 136 to IL 40

June 23, 2011

Roger Johnson
1209 9th Avenue
Fulton, IL 61252

Dear Mr. Johnson:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/30/index.htm> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Tienkirk, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
S&P/jw-0192/ab



Comment #35: Michael J. Kearney

The Illinois Department of Transportation (IDOT) Would I like to hear from you
U.S. Route 30 Environmental Impact Statement Form
Morrison, Illinois - Wednesday, June 29, 2011

Comments may also be completed online at <http://www.idot.gov/EmailComments>

NAME Michael J. Kearney
ADDRESS 200 5th Ave. So., #304
CITY Clinton STATE Iowa ZIP 52732
PHONE (563) 242-0414
E-MAIL Kearney.e@univ.wash.edu

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☒ Other
Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

My preferred route would be the shortest, most direct route from the point where it connects to I-88 to the point where it connects to I-36 staying south of the railroad tracks. That route would follow the road to the point where it connects to I-88 from the point where it connects to I-36 staying south of the railroad tracks. The section has straight west from the point where it connects to I-88 from the point where it connects to I-36 staying south of the railroad tracks.



Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



Response to Comment #35

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Luntar Court
Collinsville, IL 62234-6124
1-865-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 138 to IL 40

July 1, 2011

Michael J. Kearney
200 5th Avenue South #304
Clinton, Iowa 52732

Dear Mr. Kearney:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

My preferred route would be the shortest, most direct route from the point where it connects to I-88 to the point where it connects to I-36 staying south of the railroad tracks. That route would follow the road to the point where it connects to I-88 from the point where it connects to I-36 staying south of the railroad tracks.

The purpose of the proposed project is to improve traffic capacity, safety, reduce traffic congestion, provide for an anticipated increase in transportation demand, and to establish a roadway system continuity from the IL 136/Frog Pond Road intersection east of the city of Fulton to IL 40 in the city of Rock Falls. These factors were used to conduct preliminary engineering and environmental screening on the reasonable alternatives and the "no-build" alternative. We will continue to focus on these factors in selecting the preferred alignment.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.



Response to Comment #35 (cont.)

Michael J. Kearney
July 1, 2011
Page 2

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dol.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #36: Glen R. Kuhlemier

Response to Comment #36

No Response Required



PLEASE PRINT ALL INFORMATION
(Comments may also be submitted online at <http://www.idot.gov/Email/Email.asp?form=31>.)

Glen R. Kuhlemier
NAME
1011 10th Ave.
ADDRESS
Rock Falls
CITY
IL 61071
STATE
(815) 626-5573
PHONE
FAX

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☒ Other Red Hawk Hills Road
Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comments? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

IT seems to me that a Southern Route would be preferable to the North Option or the No Build Option.

My logic is based on Truck Traffic from I-88 North bound going east or west on US Rt 30 would not find it necessary to proceed through Morrison North either to intersect old US Rt 30 or North bound 78 to Mt Carmel.

Safety is a definite consideration and accident experience should be one of the strongest factors for Multi-lane highway selection - The Southern route fits the best for reduction of through Present traffic in Morrison.

Just did a little research and eliminated some Traffic oriented light signals which are presently operating in town but don't have a basic 4 lane alignment.

Thank you

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



Comment #37: Alan Manchester

Response to Comment #37



U.S. 30 PUBLIC HEARING COMMENT FORM

Morrison, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/Email/E-mail.asp?form=31>)

NAME Alan Manchester
ADDRESS 17530 Mullard Rd
CITY Morrison STATE IL ZIP CODE 61270
TELEPHONE NUMBER (815) 772-4127

CHECK ONE OR MORE IF APPLICABLE:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other _____
Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comment? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE DO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

When they cut through Mullard Rd (or 30)
will I have access to Mullard Rd heading South?

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

No Response Required



Comment #38: Susan M. May



Comments may also be completed online at <http://www.idot.gov/Email/Email.htm> (31)

NAME Susan M. May
ADDRESS PO Box 305 Carbondale, IL 62912
CITY Carbondale State of Illinois Fulton IL 62912
PHONE (815) 589-2221 ZIP CODE
E-MAIL susanm@icreations.com

Check one or more if applicable:
☐ Homeowner ☐ Farm/Forest Land Owner ☒ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comment? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I would like the southern route because it goes through
the industrial area of Marion, then the route will divert away
leaving development north of town

Susan May
309-226-7238 cell phone

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #38

No Response Required



Comment #39: Gerald W. Mathew

The Illinois Department of Transportation (IDOT) Would Like to Hear From You
Morrison, Illinois Wed. July 26, 2011
(Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?form=31>)

NAME GERALD W. MATHAW
ADDRESS 19873 LINCOLN RD
CITY MORRISON STATE IL ZIP CODE 61270
TELEPHONE NUMBER (815) 772-4192
E-MAIL G.W.MATHAW@FRONTIER.NET

Check one or more if applicable:
☒ Homeowner ☐ Farm/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other
Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I favor the no-build option. But of the south route, if you could go around the Brain Bonner farm site and subdivide on the north and use RT 30 as an access to new route I would be in agreement.
The alternative 5 would go through my farm land south of Railroad and south of railroad property having where would you get full dirt to build road at least 10 ft higher than existing dirt? I am not sure I can do that.
For now I am not sure.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated

Response to Comment #39

FILE COPY



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 28, 2011

Gerald W. Mathew
19873 Lincoln Road
Morrison, IL 61270

Dear Mr. Mathew:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/us30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-763-0330).

Sincerely,

Eric S. Therkelsen

Eric S. Therkelsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

SAP/jw-020815



Comment #40: Joyce Medema

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Morris, Illinois - Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?Item=31>)

NAME Joyce (Mrs. Alan) Medema

ADDRESS 13577 Hillside Road

CITY Morris, IL STATE IL ZIP CODE 61270

TELEPHONE NUMBER (815) 441-3436

E-MAIL None

Check one or more if applicable:
☐ Homeowner ☒ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.



Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



Response to Comment #40

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collingsville, IL 62234-5124
1-888-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 308 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-52-107-07
US 30 from IL 136 to IL 40

July 5, 2011

Mrs. Joyce Medema
13577 Hillside
Morris, IL 61270

Dear Mrs. Medema:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

1) My husband and I own land on both sides of Sawyer Road. Alternative 5 will cut through fields we farm. If you pay us \$7,000 per acre or even more the small amount of money that we receive for the right of way that you will need will create a big hardship for us.

In creating proposed alignments, there were many engineering and environmental issues that were considered. Efforts were made to minimize impacts and will continue to be reviewed throughout this preliminary engineering phase.

2) Another worry for us is the fact that a turnaround will be on Sawyer Road to the south. Right now our farm's semi-trucks of corn have to take Sawyer Road south to Barker Hill & then west to Illinois 78 to get to market. This is because of the low weight limit on French Creek Bridge south of the railroad tracks.

In regard to the bridge concerns, we appreciate your input and will consider it fully as we proceed with the preliminary design. While it would be possible to provide access from the expressway to your property, that opportunity is not readily available for others along Sawyer Road.



Comment #40: Joyce Medema (cont.)

My husband and I own land on both sides of Sawyer Road. Alternative 5 will cut through fields we farm. If you pay us \$7,000 per acre or even more, the small amount of money that we receive for the right of way that you will need will create a big hardship for us. Our tenant will have to use his big machinery on triangles of land and on both sides of the 4 lane road. We will probably expect him to want to pay us less rent than he does now for the inconvenience. The Zuidema brothers are known for wanting everything cheap, so will surely not offer to buy our land joining theirs at a decent price, even if we wish to sell.

Another worry for us is the fact that a turn around ^{will be} on Sawyer Road to the south. Right now our tenant's semi loads of corn have to take Sawyer Road south to Barker Mill & then west to Illinois 78 to get to market. This is because of the low weight limit on French Creek bridge south of the railroad tracks.

Joyce Medema
13599 ~~St~~ Heider
Morrison, IL

Response to Comment #40 (cont.)

Mrs. Joyce Medema
July 5, 2011
Page 2

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #41: Jeff Meinsma

Response to Comment #41

No Response Required

The Illinois Department of Transportation (IDOT) Would Like to Hear from You
Return to: IDOT, Bureau, Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?form=814>)

Jeff Meinsma

NAME	Jeff Meinsma		
ADDRESS	17570 Bunker Hill Rd		
CITY	Morrison	IL	61270
STATE			ZIP CODE
TELEPHONE NUMBER	(815) 772-3508		
E-MAIL	jei1p1@thewisp.net		

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☒ Other *Rentier*

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comment? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE DO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

The by-pass is not necessary, RT 8? is to close to justify another 4 lane highway.

It will take far less out of production.

Morrison business will suffer.

The NO-Build is the ONLY way!

RECEIVED
JUL 29 2011
ILLINOIS DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



Comment #42: Jack Ottosen



PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/Email%20Comments>)

Name Jack Ottosen
Address 13801 Lister Road
City Morrison State Illinois Zip 61220
Phone (815) 243-2013
E-mail ottosenj@att.net

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☐ Yes ☐ No
Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

If the southern route is chosen, I'm concerned that a fill across the Rock Creek bottoms could cause additional flooding problems. Presently during heavy runoff the creek becomes nearly a mile wide. It's going to require a substantial bridge opening and probably several culverts to prevent substantial upstream damage.

RECEIVED	
JUL 29 2011	U.S. 30 PROJECT
ILLINOIS DEPARTMENT OF TRANSPORTATION	
JUL 29 2011	

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



Response to Comment #42

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-02-107-07
US 30 from IL 136 to IL 40
July 5, 2011

Jack Ottosen
13801 Lister Road
Morrison, Illinois 61220

Dear Mr. Ottosen:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"If the southern route is chosen, I'm concerned that a fill across the Rock Creek bottoms could cause additional flooding problems. Presently during heavy runoff the creek becomes nearly a mile wide. It's going to require a substantial bridge opening and probably several culverts to prevent substantial upstream damage."

We understand that you will have concerns if the southern route is selected as the preferred alignment. As you may be aware, during this phase of the project the study team is identifying environmental impacts and evaluating engineering concerns for the proposed alternatives. Such details as designing structures and identifying bridge and culvert sizes are not currently part of this study.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.



Response to Comment #42 (cont.)

Jack Ottosen
July 5, 2011
Page 2

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #44: Gene and Margaret Pessman



The Illinois Department of Transportation (IDOT) Would Like to Hear From You U.S. 30 PUBLIC HEARING COMMENT FORM

Morrisson, Illinois • Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?form=01>.)

NAME Gene & Margaret Pessman
ADDRESS 15651 Millard Rd.
CITY Morrisson STATE IL ZIP CODE 61270
TELEPHONE (AREA) (815) 728-2169

E-MAIL _____
Check one or more if applicable:
☐ Homeowner ☐ Farm/Ranch Land Owner ☐ Business Owner ☐ Developer ☐ Other _____
Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comment? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

We do not feel the route is necessary.
1. So much of the traffic is local.
2. Living here is the end - I do not see anything that
needs to be done. Everyone thinks that having the project
I do not see that happening. Just say no to it and
stop. The private government should have the money
3. The money is not going to be used to improve the
the state of Illinois and the project is not
4. The state of Illinois is not going to be able to
5. The state of Illinois is not going to be able to
6. The state of Illinois is not going to be able to
7. The state of Illinois is not going to be able to
8. The state of Illinois is not going to be able to
9. The state of Illinois is not going to be able to
10. The state of Illinois is not going to be able to

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



Response to Comment #44

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 308 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 29, 2011

Gene and Margaret Pessman
15651 Millard Road
Morrison, IL 61270

Dear Mr. & Mrs. Pessman:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of a no-build alternative will be taken into consideration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below:

"The economy is really going to have to improve before the State of Illinois can afford this project."

In regard to funding, the current phase (Phase I) of the project is funded by Federal dollars. At this point in time, there is no funding available for the next phases of this project which include final design (Phase II) and construction (Phase III).

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-786-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #45: Edith Reiss Pfeffer

U.S. 30 PUBLIC HEARING COMMENT FORM
Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?Phone=311>
Glenview, Illinois • Wednesday, June 14, 2011

PLEASE PRINT ALL INFORMATION

Name: Edith Reiss Pfeffer
Address: 931 2nd Ave S3
City: Glencoe State: IL ZIP CODE: 52732
Telephone Number: (563) 243-7751

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Rural Land Owner ☐ Business Owner ☐ Developer ☐ Other
Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I am sure of the opinion that I feel very strongly that the road needs to be built. No build is not an option! Economic Development, jobs and quality of life are at stake. Improving roads improves the quality of life as we commute to our jobs across counties and state lines. It reduces stress in our lives both in the work place and at home. Safety issues and loss of lives must be included when considering this project. The number of accidents in the last year must be taken into consideration and used as the number of deaths.

To not build this road at this time is not an option. This road is narrow heavily traveled, contains blind spots in intersections that are not 90° and the pavement is old. The bed of the highway is not constructed to standards to carry today's traffic. That is why it is being widened by being rebuilt. This road must be up to today's standards. The three generations of this region should have been able to use the lanes of the road and take four lanes of traffic. These are important items to be considered in constructing and collecting and spend for the road.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #45



FILE COPY

Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

STUDIES AND PLANS
FAP Route 308 (US 30)
Section (20-1, 17R, 15, 15, 110) PE 1
Whiteside County
Job No. 1-92-107-07
US 30 from IL 198 to IL 40
June 30, 2011

Mr. Edith Reiss Pfeffer
931 2nd Avenue South
Glencoe, IL 52732

Dear Ms. Pfeffer:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comment regarding preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG).

We have reviewed your comments and our responses are noted below:

1) The number of accidents in the last year must be taken into consideration as well as the number of deaths (3).

We understand your concerns regarding the collision history within this corridor. As you may be aware, collision information is retrieved from the local, county and State police departments and sent to IDOT's Central Office in Springfield, Illinois. This information is then compiled and distributed to IDOT's District Offices for use in evaluating and developing roadway projects. In reviewing this collision data for the existing US 30 roadway within the 24-mile project study area, a total of 107 accidents occurred resulting in 50 injuries and zero fatalities during 2010. These collisions were comprised of the following impact types and quantities: angle (14), animal (10), fixed object-off road (14), head on (1), other non-collision (2), other object-off road (1), overturned-off road (2), rear end (37), sideswipe-opposite direction (3), sideswipe-same direction (3), and turning (20).

Following are the number of collisions and approximate percentage of collisions for specific segments of the roadway throughout the project study area:

Location	# of Collisions	% of Collisions
IL 136 to west of Morrison	20	19
City limits of Morrison	23	21
East of Morrison to Moline Road	22	21
Moline Road to IL 40	42*	39*
	107	100

* Please note: The total number and percentage of collisions include the section east of Prophetstown Road to IL 40 in Rock Falls which is already constructed as a five-lane urban roadway section.



Response to Comment #45 (cont.)

Ms. Edith Reiss Pfeiffer
June 30, 2011
Page 2

- 2.) *The southern route uses less acres of farmland and takes fewer homes. These are important items to be considered in constructing and selecting an option for the road.*

We agree that the necessity for acquisition of farmland is an important component of the environmental analysis for a proposed roadway alignment. Please note that Table 2-8 (Summary of Estimated Environmental Impacts for Build Alternatives) of the Draft Environmental Impact Statement indicates the number of acres of farmland area that would be converted to roadway use for each of the selected alternatives. The result of this comparison indicates that Alternative 4 (northern route) would require 11 fewer acres of farmland to be acquired than Alternative 5 (southern route). This is one of many issues that will be considered within the development of the Final Environmental Impact Statement, including all identified environmental effects, as well as public opinion.

Over the next several months we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. The no-build alternative is required under Federal guidelines to be a part of the study. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-766-8330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
S&P/HW-0209/SB



Comment #46: Catherine Rambo

June 2011

Regarding possible highway bypass at Morrison, IL.

To those concerned:

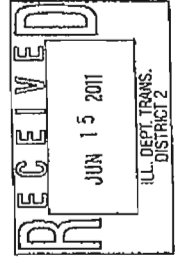
I am concerned about this idea for several reasons:

- 1) The state of Illinois needs to be thinking about the already existing infrastructure and making improvements there, and not spending non-existing funds for yet more infrastructures which will then need to maintain.
- 2) The reasons for originally thinking about this are unclear to me. Is it to help the truck traffic move along with fewer impediments? If so, then why don't we remove all those stop lights along route 30 within the town? The side streets can just have regular signs. Perhaps we need to keep the one for route 78 and 30 where they come to a corner. But the town is already shrinking and does not need these signs for safety any longer.
- 3) The proposed route to the south will be close to an already existing four lane, route 88. Why do we need another? And why do we need to take away more farm land and impact the environmental needs of the Marsh so near to the Mississippi? Flooding is already a problem.
- 4) The route to the north will affect the already existing state park of Rockwood. Campers will hate the noise and odor coming into the previously quiet and restful tree area where the many campsites are located. Losing customers there will impact the state recreation and park departments.

In short, while this may have seemed a feasible plan when first originated, the fact is it is excessive and unnecessary given the current financial situation, and will give few benefits while impacting the well-being of our small community, creating yet another loss of revenues for the state from business and employment here.

Respectfully, just a citizen, Catherine Rambo 815-772-7317

705-5 Thirdly, CT
Morrison, IL 61270



Response to Comment #46

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collinsville, IL 62234-6124
1-866-ROUTE 30



PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107407
US 30 from IL 138 to IL 40

July 5, 2011

Ms. Catherine Rambo
705 Malady Court
Apartment #3
Morrison, IL 61270

Dear Ms. Rambo:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

- 1) The State of Illinois needs to be thinking about the already existing infrastructure and making improvements there, and not spending non-existing funds for yet more infrastructures which will then need to maintain.

The Illinois Department of Transportation has an obligation and the responsibility to address capacity and safety concerns on the U.S. Highway 30 corridor. A crash analysis conducted throughout the U.S. 30 project study area indicates a significant frequency and severity of crashes and other traffic safety concerns along the corridor, particularly within the city of Morrison and at intersection locations. Also, traffic volume projections indicate that the present roadway has insufficient capacity to handle the traffic anticipated for corridor usage within the next 20 years.

In regard to the funding, the current phase (Phase I) of this study is funded with Federal dollars. At this point in time, there is no funding available for the next phases of this project which include final design (Phase II) and construction (Phase III).

Response to Comment #46 (cont.)

Ms. Catherine Rambo
July 5, 2011
Page 2

2) *The reasons for originally thinking about this are unclear to me. Is it to help the truck traffic move along with fewer impediments? If so, then why don't we remove all those stop lights along route 30 within the town? The side streets can just have regular signs. Perhaps we need to keep the one for route 78 and 30 where they come to a corner. But the town is already shrinking and does not need these signs for safety any longer.*

The purpose of the proposed project is to improve traffic capacity, safety, reduce traffic congestion, provide for an anticipated increase in transportation demand, and to establish a roadway system continuity from the IL 136/Frog Pond Road intersection east of the city of Fulton to IL 40 in the city of Rock Falls. These factors were used to conduct preliminary engineering and environmental screening on the reasonable alternatives and the "no-build" alternative. We will continue to focus on these factors in selecting the preferred alignment.

3) *The proposed route to the south will be close to an already existing four lane, route 88. Why do we need another? And why do we need to take away more farm land and impact the environmental needs of the Marsh so near to the Mississippi? Flooding is already a problem.*

In 2006, an Origin-Destination Study was conducted which indicated that the majority of the morning public traveling through Morrison was either heading to or from the Fulton-Clinton area or to or from the Sterling-Rock Falls area. Therefore, it was determined that utilizing I-88 would not assist facilitating the movement of traffic through the corridor.

Agricultural and floodplain impacts have been identified as two of the key issues in determining the best alignment alternatives for an improved U.S. Route 30 alignment. The study team has made every effort in following the wishes of the community as these concerns have been reiterated throughout the study process.

4) *The route to the north will affect the already existing State park of Rockwood. Campers will hate the noise and odor coming into the previously quiet and restful tree area where the many campsites are located. Losing customers there will impact the state recreation and park departments.*

As part of the Draft Environmental Impact Statement, a noise study and an air analysis were completed. These analyses did not indicate an effect on the park. Another noise study will be completed, after the preferred alignment is selected. If the study shows that there is an impact, the State will work with the Illinois Department of Resources in order to mitigate any noise to the park.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.





Response to Comment #46 (cont.)

Ms. Catherine Rambo
July 5, 2011
Page 3

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #47: Scenic Stage Line, Inc.

Response to Comment #47

No Response Required

The Illinois Department of Transportation (IDOT) would like to hear from you
Harrison, Blowers, Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/EmailForm.asp?form=31>)

NAME Scenic Stage Line, Inc.
ADDRESS Scenic Stage Line, Inc.
R. C. Smith Transportation
600 Federal Avenue
P.O. Box 408
Morrison, Illinois 61258-0408
CITY (815) 772-7226
TELEPHONE SALES @ rcsmithllmo.com
E-MAIL

CHECK ONE IF APPLICABLE
☐ Homeowner ☐ Farmer/Farm Land Owner ☒ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comment? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

As a member of the Morrison, IL community for nearly 70 years, Scenic Stage Line Inc would like to express their desire to see the Hwy 30 bypass around Morrison go around town to the south.

THANK YOU!

Scenic Stage Line, Inc.
R. C. Smith Transportation
600 Federal Avenue
P.O. Box 408
Morrison, Illinois 61258-0408

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



Comment #48: Louis & Kathy Sedig



Comments may not be completed online at <http://www.idot.gov/Feedback/FeedbackForm-31>

Louis and Kathy Sedig
NAME
24355 Sawyer Rd.
ADDRESS
MONTICELLO, IL 61270
CITY STATE ZIP CODE
(815) 772-8722
PHONE
lsedig@frontiernet.net
E-MAIL

Check one or more if applicable:
☒ Homeowner ☐ Farm/Forestry Land Owner ☐ Business Owner ☐ Developer ☐ Other
Would you like to receive an e-mail notification? ☒ Yes ☐ No
Would you like us to respond to your comment? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

Having attended the Public Hearing on Jan 15 we were reminded of the effects the proposed Southern route would have on our property. Because of these effects we would, of course, prefer any other option, either the Northern route, or the no-build option. That being said, if the Southern route is chosen we would strongly request that the route be adjusted enough to the north as to miss our small 4 acre property all together. Please consider the following points: Of our 4 acres, the Southern route takes 2 acres, eliminating any value as a farmstead used for the purposes of raising a small amount of livestock and growing fruits and vegetables for personal use and/or for sale. The close proximity of the highway (even if it is moved slightly to the north) would ruin the aesthetics of the "quiet country place". Also, consider that this proposed road will be in the planning stages for many years and may or may not ever come to pass. Just having the threat of this potential road work severely decreases the value of our property for eventual sale. As we are and have to downsize at some time in the future this dual valuation concerns us. This is true for any of the property owners in the proposed path. In our case, at least, if the Southern route is selected north we feel that our property will still have value as a residentially farmstead. It is, of course, unsettling to be in this situation and we would appreciate any reassurance you could give.

Comments must be received by Friday, July 29, 2011
Your comments are greatly appreciated



Response to Comment #48

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 308 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 186 to IL 40

July 28, 2011

Louis & Kathy Sedig
14366 Sawyer Rd.
Monticello, IL 61270

Dear Mr. & Mrs. Sedig:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below:

"I guess on the south route the road passes directly right through our pasture and property. Why couldn't the road just be shifted 600 feet and miss us altogether."

The information presented regarding your property has been reviewed by the study team and will be further evaluated if Alternative 5 is selected as the preferred alignment for the U.S. Route 30 improvement.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #49: Mark Schules

Response to Comment #49

No Response Required



Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?form=31>

PLEASE PRINT ALL INFORMATION

NAME Mark Schules
ADDRESS 15778 Hazel Rd
CITY Normal STATE IL ZIP CODE 61770

TELEPHONE NUMBER (815) 772-8196
E-MAIL Schulesm@comcast.net

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☒ Business Owner ☐ Developer ☐ Other
Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comments? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE DO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I thank you for the public meetings to keep the highway
improved.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



Comment #50: Robert Shambaugh

The Illinois Department of Transportation (IDOT) Would Like to Hear From You
PUBLIC OPENING MEETING COMMENT FORM
Morrison, Illinois - Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/EmailForm.asp?form=31>)

NAME ROBERT SHAMBAUGH
ADDRESS 19147 HOLLY ROAD
CITY MORRISON STATE IL ZIP CODE 61270
TELEPHONE NUMBER (815) 722 7606

CHECK ONE or more if applicable:
☒ Homeowner ☐ Former/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other
Would you like to remain on our mailing list? ☐ Yes ☒ No
Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I BELIEVE THAT A BY PASS CROATH OR SOUTH WILL VIOLATE
WELL THE AVERAGE CLIMATE OF MORRISON. WE HAVE BEEN SHOWN
EXAMPLES OF HOW GREAT THIS PROJECT MAY BE FOR
THE FUTURE OF MORRISON. (DEWEET I.A. WAS THE EXAMPLE)
I AS A PERSON WHO'S JOB TAKES ME TO MANY TOWNS, I CAN
SEE WHAT HAPPEN MOST OF THE TIME WHEN A SMALL TOWN
IS BY PASSED LOOK AT LYNN, CALE, FRANKLIN GROVE, ASHTON,
SANDMARENE I.A., HELLS DALE ILL. THE BYT COME IN MOST
PLACES IS NOT GOOD! IF THIS WAS TO BE PUT TO
A VOTE I WOULD VOTE A REG NO! BUILD

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #50

FILE COPY
Illinois Department of Transportation

Division of Highways / Region 2 / District 2
818 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

STUDIES AND PLANS
EAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Robert Shambaugh
19147 Holly Road
Morrison, IL 61270

Dear Mr. Shambaugh:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/us30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-786-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
S&P/gw-015836



Comment #51: Melissa Sweeney & Angela Shouse

Response to Comment #51

The Illinois Department of Transportation (IDOT) Would Like to Hear From You
ILLINOIS 30 PUBLIC MEETING COMMENT FORM
Morrison, Illinois - Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?form=31>)

NAME Melissa Sweeney & Angela Shouse
ADDRESS 16462 NORTON RD
CITY MORRISON STATE IL ZIP CODE 61270
TELEPHONE NUMBER ()
E-MAIL ginbob1@frontier.com

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Form Land Owner ☐ Business Owner ☐ Developer ☐ Other
Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I would prefer the NO BUILD Alternative
My property is on Norton Rd just north
of Rte 30 - we don't need more traffic.
The state of Illinois has enough R.
Let it now - lets maintain what
we have.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



FILE COPY

Illinois Department of Transportation

Division of Highways / Region 2 / District 2
810 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 308 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 24, 2011

Melissa Sweeney & Angela Shouse
16462 Norton Road
Morrison, IL 61270

Dear Ms. Sweeney & Ms. Shouse:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.il.gov/us30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-786-3330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S22/jw-0202/5



Comment #52: Gary Siefken

The Illinois Department of Transportation (IDOT) Would Like to Hear From You

Norman Illinois Wednesday, June 10, 2011

PLEASE PRINT ALL INFORMATION

(Comments may also be completed online at <http://www.idot.il.gov/Email/Email.asp?form=31>)

NAME Gary Siefken

ADDRESS 9084 Lincoln Rd.

CITY Fulton STATE IL ZIP CODE 61252

TELEPHONE NUMBER (815) 772-3093

E-MAIL _____

Check one or more if applicable:

☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I'm an over the hill truck driver for the last 30 years who I have been taking place around the country, mostly regarding by planes small towns are a lot of 2 lane highways instead of 4 lane highways. Well, I've been used of 4 lanes I.Q. U.S. 20 north side of I-55 at I-55 and other cities & towns across USA. If the biggest goal is to bypass I-55 and get on it with a 2 lane road, instead of 4 lanes, then I don't need to 2 lane road. I don't see why I.D.O.T. needs 4 lanes, maybe they want to be chosen a first class highway system problem in Illinois.

Comments must be received by Friday, July 29, 2011.

Your comments are greatly appreciated!

22456391011212131415161718192021222324252627282930313233343536373839404142434445464748495051525354555657585960616263646566676869707172737475767778798081828384858687888990919293949596979899100

Response to Comment #52

FILE COPY



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
EAP Route 300 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-52-107-07
US 30 from IL 136 to IL 40

July 27, 2011

Gary Siefken
8084 Lincoln Rd.
Fulton, IL 61252

Dear Mr. Siefken:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at idot.gov/30/index.html or contact the project hotline at 1-866-ROUTE30 (1-866-768-6330).

Sincerely,

Eric S. Therkelsen

Eric S. Therkelsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S2291W-022412



Comment #53: Marsha L. Smith

The Illinois Department of Transportation (IDOT) Would Like to Hear From You
US 30 WILSON BRIDGING COMMENT FORM
Morton, Illinois - Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?home=31>)

NAME Marsha L. Smith
ADDRESS 707 Park Place
CITY Clinton STATE IA ZIP CODE 52732
TELEPHONE NUMBER (563) 212-9582
E-MAIL msmith@delinkoia.com

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☐ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

My concern was the connection with 19th Avenue Clinton
to get lost when seeing the map and being assured
that either the north or south option I will still get
traffic to go, either option is good. South would
be my preference.
No build is not an option for tourism and people

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #53



Illinois Department of Transportation

FILE COPY

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-62-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Marsha L. Smith
707 Park Place
Clinton, IA 52732

Dear Ms. Smith:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.il.gov/30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Thekildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
SEB/jw-0102/eb



Comment #54: Hal Snyder



PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.state.il.us/feedback/>)

NAME Hal Snyder
ADDRESS 15216 Narrish Rd.
CITY Morrison STATE IL ZIP CODE 61270
TELEPHONE (Area) 815 772-2037
E-MAIL snyder@frontiernet.net

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Ranch Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comment? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I think it should go South. The North Rd would put more traffic on already narrow dangerous windy hilly roads and dangerous intersections such as Narrish Rd intersection of Hwy 30 + Orange St., Hazel Rd, Bishop Rd where a little boy already got killed. Also the North Rd is to close to the new park and ball field at Hwy 30 + Bishop Rd. It is also to close to the State park. The extreme elevation change at Narrish Rd would put a lot more truck traffic on our highways. Truck road noise to



Comments must be received by Friday, July 28, 2011.
Your comments are greatly appreciated!

Response to Comment #54



FILE COPY

Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Morris, Illinois 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

STUDIES AND PLANS
FAP Route 309 (US 30)
Section (29-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

August 2, 2011

Mr. Hal Snyder
15216 Narrish Road
Morrison, IL 61270

Dear Mr. Snyder:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.il.gov/30/index.html> or contact the project hotline at 1-866-ROUTES30 (1-866-768-8330).

Sincerely,

Eric S. Theckildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jw-0231/sb



Comment #55: Linda Snyder

The Illinois Department of Transportation (IDOT) Would Like to Hear From You
ILLINOIS PUBLIC HEARINGS COMMENT FORM
Please Print Name, Address, City, State, Zip, and E-mail Address

Comments may also be completed online at <http://www.idot.gov/EmailForm.asp>

NAME Linda Snyder
ADDRESS 15216 Morrish Rd.
CITY Morrison STATE IL ZIP 61270
E-MAIL ksnyder@yahoo.com

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I feel if there has to be a new highway it should go South. I like the idea because it would be closer to Hwy 88. Also the new Hwy goes North all the roads like Orange St which is busy already will just get busier. Also the Northside of town has a lot of wonderful wildlife which would cause a lot of accidents. Again I feel the new Hwy should go South.



Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #55

FILE COPY



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3000
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 18, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

August 1, 2011

Linda Snyder
15216 Morrish Road
Morrison, IL 61270

Dear Ms. Snyder:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/us30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Thekkidisen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
SAP/jw/0729/sb



Comment #56: David J. Stoudt



PLEASE PRINT ALL INFORMATION
(Comments may also be submitted online at <http://www.idot.gov/Email/Email.asp?form=31>)

NAME David J. Stoudt
ADDRESS 14749 Norrish Road CITY IL STATE IL ZIP CODE 61270
PHONE (815) 772-9959
TELEPHONE NUMBER 14749 Norrish Road
E-MAIL stoudt@idot.gov

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other
Would you like to remain on our mailing list? ☐ Yes ☐ No

What are your comments regarding the two proposed alternatives and the no-build alternative? Please provide any additional comments.

I really don't see how a route impacts the business of a town at traffic through town. It seems the primary purpose of a bypass is to diminish heavy traffic flow through town. For instance, to achieve this the lowering of heavy truck traffic would have to be a priority. The west majority of town traffic is through town or through town and south to I-88. The northern route has nothing to improve this situation really any truck traffic goes north on I-88.

If the purpose of the bypass is to reduce traffic flow through town, then a route south to I-88 is the only one which makes sense.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #56



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
519 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

STUDIES AND PLANS
FAP Route 308 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 24, 2011

David J. Stoudt
14749 Norrish Road
Morrison, IL 61270

Dear Mr. Stoudt:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/us30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S4P/m-0203/sb

FILE COPY



Comment #57: Violet Stoudt

The Illinois Department of Transportation (IDOT) Would Like to Hear from You
US 30 PUBLIC HEARING COMMENT FORM
Springfield, Illinois • Wednesday, June 15, 2011
Comments may also be completed online at <http://www.idot.gov/EmailFeedbackForm-31>

Violet Stoudt
NAME
14749 Morrish Rd.
ADDRESS
Morrison IL 61270
CITY STATE ZIP CODE
(815) 772-0959
TELEPHONE NUMBER
V.Stoudt@spcra.com
EMAIL

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other
Would you like to remain on our mailing list? ☐ Yes ☐ No
Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I feel that the Northern route would not be a beneficial or effective choice if the Northern route were chosen it would cut through our neighborhood which is a large area of forest which is filled with wildlife. The deer are a big part of the life in the area often travel through our property either coming or leaving that forest area. If the highway was to go on the Northern route it would cause the disappearance of the forest. The forest and property that I have grown up in and where my father still lives will grow up in a different way. The area would increase in traffic and also be a big portion of the neighborhood as would the large amount of trees and green spaces that we have. I feel that the Northern route would be a big problem for the area. I would like to see the Southern route to be chosen.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

FILE COPY



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815-284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Violet Stoudt
14749 Morrish Road
Morrison, IL 61270

Dear Ms. Stoudt:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

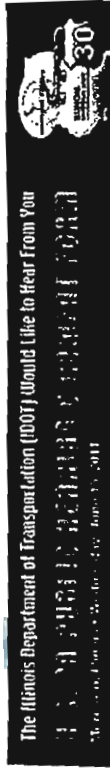
Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/us30/index.html> or contact the project hotline at 1-866-ROUTES30 (1-866-768-6330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
S&P/jw-0192sb



Comment #58: Ervin Stuart



PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?from=30>)

Ervin Stuart
622 WEST LINCOLN WAY
MORRISON
ILLINOIS 61270
61270
61270

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other
Would you like to remain on our mailing list? ☒ Yes ☐ No
Would you like us to respond to your comments? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

NO Build

Take the millions of dollars that it takes to build the road and build a barrier for the highway to ensure

that the road is as safe as possible and the county take the road home



Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #58

FILE COPY



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 303 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

August 1, 2011

Ervin Stuart
622 W. Lincolnway
Morrison, IL 61270

Dear Mr. Stuart:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.,
Acting Deputy Director of Highways,
Region Two Engineer
SAP/gw-0230/sb



Comment #59: K. Thyne

Response to Comment #59

The Illinois Department of Transportation (IDOT) Would Like to Hear From You
U.S. 30 PUBLIC HEARING COMMENT FORM
Morton, Illinois - Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?com=51>)

NAME K. Thyne

ADDRESS 17120 Lincoln Road

CITY Morton

STATE IL

ZIP CODE 61270

TELEPHONE NUMBER

E-MAIL

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I would like to see No-Build + make 30 drive wider
any if needed, but keep 30 through Morton. Part of
it has as money to build this kind of highway when
they moved Highway 30 south of Fulton, it took a lot of money
out of Fulton. So now you want to go around Morton. It will
hurt Morton by doing this. Please do not build this + put
that money to different use.

Thank's

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



FILE COPY

Illinois Department of Transportation

Division of Highways / Region 2 / District 2
810 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 30B (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 24, 2011

K. Thyne
17120 Lincoln Road
Morton, IL 61270

Dear Ms. Thyne:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/us30/index.html> or contact the project hotline at 1-800-ROUTE30 (1-866-768-4330).

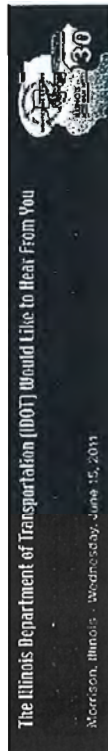
Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/MS-0201/MS



Comment #60: Doug Vandermeye



Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?form=24>

NAME Doug Vandermeye
ADDRESS 600 Diamond Ct
CITY Morrisson, IL STATE IL ZIP CODE 61270
TELEPHONE NUMBER (815) 722-4902

E-MAIL

Check one or more if applicable:

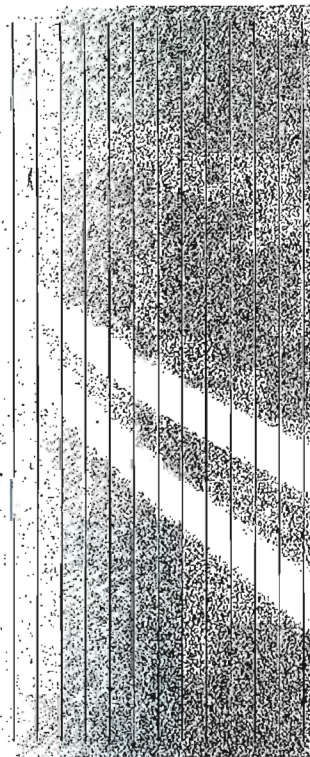
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☒ No ?

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

→ NO-Build Alternative
Crat Lyndon Road Intersection put in a center
turn lane + a also center turn lane at 3
ground grade intersection
Please note that those are the most familiar
to me thank you



Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #60

FILE COPY



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

STUDIES AND PLANS

F&P Route 309 (US 30)

Section (20-1, 17R, 16, 15, 110) PE 1

Whiteside County

Job No. P-92-107-07

US 30 from IL 136 to IL 40

June 23, 2011

Doug Vandermeye

600 Diamond Court

Morrisson, IL 61270

Dear Mr. Vandermeye:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/transportation/index.html> or contact the project hotline at 1-800-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Theriault, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/jpw-015594b



Comment #61: Stephanie A. Vavra

Response to Comment #61

No Response Required

The Illinois Department of Transportation (IDOT) Would Like to Hear from You
U.S. 30 FUTURE HIGHWAYS COMMEMORATION
Morrison, Illinois - Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?form=31>)

NAME Stephanie A. Vavra
ADDRESS 15653 Hazel Road
CITY Morrison STATE IL ZIP CODE 61270
PHONE NUMBER (815) 772-3144
TELEPHONE NUMBER NAVRA@mchsi.com
E-MAIL NAVRA@mchsi.com

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other _____
Would you like to remain on our mailing list? ☐ Yes ☒ No
Would you like us to respond to your comment? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

I appreciate the manner in which this entire process was handled. I was responsive to public concerns and questions by the Morrison's Business Advisory Group (BAG) to expand and honor our community and their surrounding.

I believe a Northern route would be less costly and less disruptive of our agricultural lands. It is shorter and not influence travelers to enter Morrison due to its proximity.

We will continue to seek improvements to the current Rte. 30 through Morrison until a building plan is finalized.

Thank you for allowing information to be shared in a clear manner.

Stephanie Vavra

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



Comment #62: Connie Veater

Response to Comment #62



The Illinois Department of Transportation (IDOT) Would Like to Hear from You

U.S. 30 PUBLIC PARTICIPATION COMMENT FORM

Morrisson, Illinois - URGENT: Friday, June 15, 2011

PLEASE PRINT ALL INFORMATION

(Comments may also be completed online at: <http://www.idot.gov/Email/Email.asp?from=31>)

Name Connie Veater
Address 9052 Rick Rd.
City Morrisson State IL ZIP Code 61276
Telephone Number (815) 772-2860

4-444

Check one or more if applicable:

☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☐ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

Seeing the new maps, I feel you have chosen
routes that will impact the most important
of family & farmland & use the existing Rd 30
as much as possible. Great job!

Comments must be received by Friday, July 29, 2011.

Your comments are greatly appreciated!

No Response Required

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
3&P/111-0210/sb



Comment #64: Jeff Woodworth

The Illinois Department of Transportation (IDOT) Would Like to Hear from You
0.3.30 PUBLIC MEETING COMMENT FORM
McDonough, Illinois - Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?form=31>)

NAME Jeff Woodworth
ADDRESS 11880 Yager Rd
CITY Lyndon STATE IL ZIP CODE 61361
PHONE (815) 118-3397
E-MAIL Jeff@farmersignificant.net

Check one or more if applicable:
☐ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other

Would you like to remain on our mailing list? ☒ Yes ☐ No

Would you like us to respond to your comments? ☐ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

Alternative 5 makes the most sense to me. The heavy
truck traffic coming from the south and heading
to the Mississippi River Area at Clinton needs to bypass
Morrisen.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



Response to Comment #64



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
818 Depot Avenue / Dixon, Illinois 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

STUDIES AND PLANS
FAIP Route 309 (US 30)
Section (20-1, 17R, 16, 16, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 15, 2011

Jeff Woodworth
11880 Yager Road
Lyndon, IL 61361

Dear Mr. Woodworth:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into this project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/us30/index.html> or contact the project hotline at 1-888-ROUTE30 (1-888-766-6330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
S&P/JW-02192b



Comment #65: Dale & Jane Workman



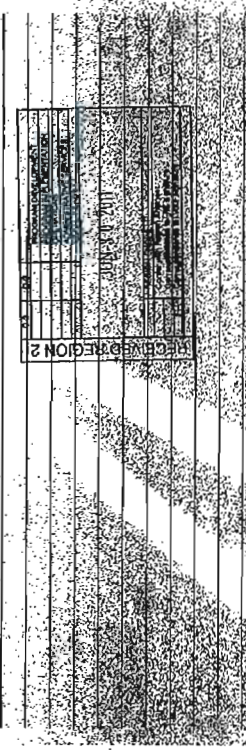
Comments may also be completed online at <http://www.idot.gov/Email.aspx?from=314>

NAME Dale & Jane Workman
ADDRESS 16677 Norton Rd
CITY MORRISON IL 61270
STATE IL ZIP CODE 61270
TELEPHONE NUMBER ()

CHECK ONE OR MORE IF APPLICABLE:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other
Would you like to remain on our mailing list? ☐ Yes ☒ No
Would you like us to respond to your comment? ☐ Yes ☒ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

We think with I-55 as close as it is to the many coming from the north side would need a new bridge across the creek. I think better take business away from downtown - took all the empty buildings from the side of I-55 which I think is just a waste of money. I think I-55 is close as it is to the north side. We are against either side.



Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!

Response to Comment #65

No Response Required



Comment #66: Kent Zuidema

The Illinois Department of Transportation (IDOT) Would Like to Hear From You
Morrison, Illinois Wednesday, June 15, 2011

PLEASE PRINT ALL INFORMATION
(Comments may also be completed online at <http://www.idot.gov/Email/Email.asp?form=31>)

Kent Zuidema
NAME
15252 Yorktown Rd
ADDRESS
Morrison IL
CITY
(815) 718 5312
STATE
TELEPHONE NUMBER

Check one or more if applicable:
☒ Homeowner ☐ Farmer/Farm Land Owner ☐ Business Owner ☐ Developer ☐ Other
Would you like to remain on our mailing list? ☒ Yes ☐ No

WHAT ARE YOUR COMMENTS REGARDING THE TWO PROPOSED ALTERNATIVES AND THE NO-BUILD ALTERNATIVE? PLEASE PROVIDE ANY ADDITIONAL COMMENTS.

1. If vote, no build.
2. The State of IL will not have money for new roads (Rt 30).
3. The State of IL needs to do a better job repairing old roads.
4. It is disappointing that there is so little consideration for the land and property of this rural area.
5. Expansion needs to be better coordinated with traffic thru city.
6. Old Rt 30 needs to be used for any future expansion.
7. Proposed routes have been talked out to sloughs too much farm land.
8. If expansion needs to be done the only fair solution is to build on existing road.

Comments must be received by Friday, July 29, 2011.
Your comments are greatly appreciated!



Response to Comment #66

Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

FILE COPY

PROGRAM DEVELOPMENT

STUDIES AND PLANS
FAP Route 309 (US 30)
Section 120-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

July 28, 2011

Kent Zuidema
15252 Yorktown Road
Morrison, IL 61270

Dear Mr. Zuidema:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of the no-build alternative will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/us30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-3330).

Sincerely,

Eric S. Therkildsen

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
S&P/jw-0225/ks



Comment #67: Honorable Larry Russell City of Fulton

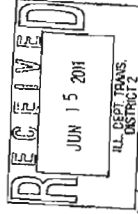


Phone 815.583.2818
Fax 815.583.4421
www.cityoffulton.us
415 11th Avenue
Fulton, IL 61252

June 15, 2011

Mr. Eric S. Therkildsen, P.E.
Illinois DOT
819 Depot Avenue
Dixon, Illinois 61021

Public Hearing Input on the Rock Falls to Fulton
Corridor Impact Study for Hwy 30



Many community leaders in Fulton are very concerned that a "no-build" option still remains an option given the amount of support received at both the federal and State levels. The safety and environmental impacts of a no-build approach are significant.

SAFETY

First, the high accident rate on the subject stretch of Hwy 30 will only increase in the months ahead with expanding college campuses at each end of the corridor and a major Rail Port complex under construction in Clinton. Design modifications to the current 2-lane roadway cannot resolve this growing safety issue.



U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collinsville, IL 62234-5124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 138 to IL 40

June 29, 2011

Honorable Larry Russell
Mayor, City of Fulton
415 11th Avenue
Fulton, IL 61252

Dear Mayor Russell:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of a southern alignment will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"Many community leaders in Fulton are very concerned that a 'no-build' option still remains an option given the amount of support received at both the Federal and State levels."

Although the no-build alternative might not seem reasonable, it must be included in the Environmental Impact Statement analysis as required by the National Environmental Policy Act and Federal guidelines. This alternative is used as the basis to compare against any proposed build alternatives.

If the no-build alternative is the preferred alignment, then existing U.S. Route 30 will continue to be maintained by the State. In addition, some types of construction on the existing roadway such as resurfacing, and addressing safety and geometric improvements may be required depending on traffic needs and highway conditions.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.



Comment #67: Honorable Larry Russell (cont.)
City of Fulton

ENVIRONMENT

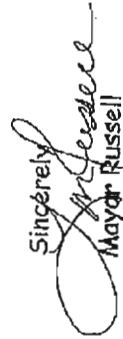
The environmental impact of increased truck traffic through Morrison's historic district is significant. Air quality and noise levels in that restricted corridor will deteriorate further. Fuel consumption will increase with longer waits at stop lights and side streets. The potential for hazardous cargo releases increases with congestion. The consequences of releases adjacent to downtown businesses and residences are more severe.

PRIORITY

At the very minimum, a bypass of Morrison (preferably the southern route) should receive highest priority. The impacts on farmland with a bypass are more than offset by increasing deterioration of Morrison and wasted fuel and hazards for motorists, pedestrians and bicyclists.

Please consider our view of the impacts of this Hwy 30 project.

Sincerely,


Mayor Russell
City of Fulton, IL

Response to Comment #67 (cont.)

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/hwy30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-788-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #68: Jim Wise, City of Morrison

CITY OF MORRISON

200 West Main Street
Morrison, Illinois 61270-2400
Phone: 815-772-7657
Fax: 815-772-4291
morrisonil.org



Office of
Jim Wise - City Administrator

June 15, 2010

Illinois Department of Transportation:

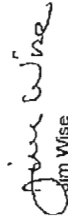
In response to the June 15, 2011 Public Hearing regarding the Illinois Department of Transportation Route 30 Improvements. The City of Morrison requests that the following information be entered into the official record.

The city of Morrison has previously informed the Illinois Department of Transportation that the proposed Route 30 Improvements be completed south of the city more specifically, routes that have been previously identified as Corridor Sections 1-A, 2-L, 3-C and 4-B. This position was officially adopted by the City of Morrison by form of resolution 08-04, on November 10, 2008. Today, the City of Morrison reaffirms this position. A southerly route as designated by the Illinois Department of Transportation, by any nomenclature, is the city's preferred choice of routes to be used for the Route 30 Freeway that will be built between I-40 at Rock Falls, Illinois and Route 136 at Fulton, Illinois.

We welcome the continued efforts of the Illinois Department of Transportation to improve traffic conditions thru Northwestern Illinois and Whiteside County. Improvements to Route 30 will increase economic development opportunity, and improve the quality of life for the more than 50,000 citizens of Whiteside County and the City of Morrison.

If you should require any further information from the City of Morrison, please do not hesitate to contact us.

Respectfully,


Jim Wise

Administrator, City of Morrison

Response to Comment #68



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-5500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Mr. Jim Wise, Administrator
City of Morrison
200 W. Main Street
Morrison, IL 61270

Dear Mr. Wise:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.gov/9332/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-769-6330).

Sincerely,



Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

SST/jew-0194/ob

FILE COPY



Comment #69: Honorable David H. Blanton
City of Rock Falls

City of Rock Falls

603 W. 10th Street
Rock Falls, IL 61071-2854



Mayor
David H. Blanton
815-622-1110
City Administrator
Richard J. Downey
815-564-166

City Clerk
William B. Wescott
815-622-1104

June 23, 2011

Mr. Eric S. Therkildsen P.E.
Acting Deputy Director of Highways
Region Two Engineer, IDOT
819 Depot Avenue
Dixon, IL 61021

Dear Mr. Therkildsen:

This letter is written in support of the Route 30 project in Whiteside County. While the City of Rock Falls has been indirectly involved in the Community Advisory Group, I wanted to make sure that we officially went on record as being in support of the southcity route being chosen as the preferable route.

This is an important project for our county and with this new four-lane route taking the southerly path in the Morrison area in Whiteside County, we feel our local as well as regional economies will benefit and enable our communities to grow.

Thank you for taking the time and consideration in this matter.

Sincerely,

David H. Blanton
Mayor

DHB:bf

03	03	RECEIVED REGION 2
JUN 27 2011		
RECEIVED REGION 2		
COMMUNITY ADVISORY GROUP		
LOCAL 0300		
CONTACT: ERIC S. THERKILSEN		
819 DEPOT AVENUE		
DIXON, ILLINOIS 61021		

"Proud of Our Past - Confident of Our Future"

Response to Comment #69

FILE COPY



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3300
Telephone 815-284-2271

**PROGRAM DEVELOPMENT
STUDIES AND PLANS**
FAP Route 309 (US 30)
Section (29-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 27, 2011

Honorable David H. Blanton
Mayor, City of Rock Falls
603 W. 10th Street
Rock Falls, IL 61071-2854

Dear Mayor Blanton:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding your preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.illinois.gov/30/index.html> or contact the project hotline at 1-866-ROUTES30 (1-866-768-6330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

SEF/jw-0209/ab

Eric S. Therkildsen, P.E.
Sitting Deputy Director of Highways,
Region Two Engineer
P/TW-018815b



Comment #71: Betty J. Steinert



June 15, 2011

Re: U.S. Highway 30 four-lane DEIS

Mr. Eric S. Therkildsen, P.E.
Illinois Department of Transportation
819 Duport Avenue
Dixon, IL 61021

Dear Mr. Therkildsen:

DEIS was received by Whiteside County on May 13, 2011 and was directed to me for review. First of all I would like to thank you and IDOT staff as well as the consultants for all of the hard work and openness on this project. Everyone has been very accommodating with requested information and attendance at meetings to answer questions.

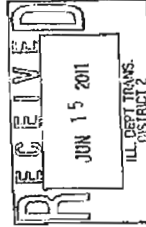
I, as Whiteside County Economic Development & Enterprise Zone Administrator, have been very involved in the effort to look at the possibility of a four-lane U.S. Highway as well as help secure funding for the project. I have done so not only to keep Whiteside County board members informed and engaged but also for the safety of our citizens, travelers and the needed economic growth within our county and region the four-lane will bring.

In attending most CAO meetings and reviewing the DEIS we are in support of the Build Alternative 5, Southside Route! This Southside Route will be the best fit for the City of Morrison for future growth. It will not be the best route for growth but will be less costly, fewer acres will be removed from farm productions, and fewer residences displaced.

I would like to make note that the Wal-Mart Distribution Center location on Exhibit 3-10, Page 14 shows the DC is closer to the road than it really is. In fact Whiteside County owns most of the property shown on the map in orange. This property was originally purchased by Wal-Mart as a drainage ditch and is now owned by Whiteside County. The actual Wal-Mart DC building and parking is more to the west of U.S. Highway 30.

Sincerely Yours,

Betty J. Steinert
Betty J. Steinert, Administrator
Whiteside County Economic Development &
Whiteside/Carroll County Enterprise Zone.



Betty J. Steinert, Administrator • Administrator@whiteside.org
Whiteside County, Illinois • 301 E. 1st St., Dixon, IL 61021 • Phone: 815.733.5353 • Fax: 815.733.5339
www.whitesidecounty.org • www.whitesidecounty.org



Response to Comment #71

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collinsville, IL 62234-5124
1-800-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 308 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40
July 1, 2011

Ms. Betty J. Steinert, Administrator
Whiteside County Enterprise Zone & Economic Development
200 East Knox Street
Morrison, IL 61270

Dear Ms. Steinert:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comment regarding preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below:

"I would like to make note that the Wal-Mart Distribution Center location on Exhibit 3-10, Page 14 shows the DC is closer to the road than it really is. In fact Whiteside County owns most of the property shown on this map in orange. This property was originally purchased by Wal-Mart as a drainage ditch and is now owned by Whiteside County. The actual Wal-Mart DC building and parking is more to the west of U.S. Highway 30."

The property owner information shown in the Draft Environmental Impact Statement (GIS) in 2010. This data highlights that the County has a drainage easement or something similar in the area where Wal-Mart still owns the underlying fee. We have no further information that Whiteside County owns the portion of the property in question. If you have a source that can help us verify a change in property owner information, please let us know so we can get this information corrected.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.



Response to Comment #71 (cont.)

Ms. Betty J. Steinert
July 1, 2011
Page 2

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

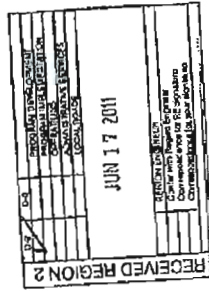
Sincerely,

U.S. Route 30 Project Study Team



Comment #72: Honorable Mike Boland

Response to Comment #72



June 15, 2011

Illinois Department of Transportation
District 2
819 Depot Ave
Dixon, IL 61021

Ladies and Gentlemen:

I am writing in regards to the Public Hearing that is happening today regarding the continuance of the Hwy. 30 Project in Whiteside County, IL.

The communities along this corridor have suffered double digit losses in population according to the last census figures. They have high unemployment numbers, and the present two lane U.S. Highway 30 is dangerous. I am told that this 19 mile stretch of Hwy experienced One hundred Seven Accidents in year 2010, and this number does not include deer collisions. This accident report, by itself, indicates to me that the best to convert this to a four-lane highway is great!

I have been to two other Public input meetings, and I understand that a route to the North is proposed, as well as a route that veers South around Morrison, and, the NO BUILD option is still an option. I would say that with this economic condition in this area, the NO BUILD is not an option at all. When it was the State of Illinois Representative that covered this area, I was able to match the funds that Senator Durbin committed for this project in the amount of \$7,000,000. In all, over \$15,000,000 will have been allocated toward this project, and it just must be continued!

I spoke with Mayor Larry Russell of Fulton, and Darb Suehl-Janis about the project just yesterday, and both of them agreed that the Southern Route would be the best choice for them and for Morrison. This will give Morrison the needed overpass to enable emergency vehicles to cross the Union Pacific Rail Tracks in their community and get them to the South side of their City. This will also open up development for an industrial park in Morrison. The South route is my choice, and I encourage continued support for this effort.

I will not be able to attend the Public Input Meeting tomorrow, June 15th, however, I would like it noted that I do support this continued effort and I thank you for considering my input regarding this important project.

3658 3rd St.
East Moline, IL 61244
309-755-1172

Yours respectfully,

Mike Boland
Mike Boland, former
District 71 State Representative



FILE COPY

Illinois Department of Transportation

Division of Highway Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3300
Telephone 815/224-2271

PROGRAM DEVELOPMENT

STUDIES AND PLANS

FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 29, 2011

Honorable Mike Boland
State Representative
3658 3rd Street
East Moline, IL 61244

Dear Representative Boland:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comment regarding preference of the southern alignment will be taken into consideration by IDOT and the Project Study Group as we complete the Final Environmental Impact Statement for the project.

We understand your concerns regarding the collision history within this corridor. As you may be aware, collision information is retrieved from the local, county and State police departments and sent to IDOT's Central Office in Springfield, Illinois. This information is then compiled and distributed to IDOT's District offices for use in evaluating and developing roadway projects. In reviewing the collision data for the existing US 30 roadway within the 24-mile project study area, a total of 107 accidents occurred resulting in 50 injuries and zero fatalities during 2010. These collisions were comprised of the following impact types and quantities: angle (14), animal (10), fixed object-off road (14), head on (1), other non-collision (2), other object-off road (1), overturned-off road (2), rear and (37), sideswipe-opposite direction (3), sideswipe-same direction (3), and turning (20).

Following are the number of collisions and approximate percentage of collisions for specific segments of the roadway throughout the project study area:

Location of Collisions	# of Collisions	% of Collisions
IL 136 to west of Morrison	20	19
City limits of Morrison	23	21
East of Morrison to Moline Road	22	21
Moline Road to IL 40	42	39
	107	100

* Please note: The total number and percentage of collisions include the section east of Prophetstown Road to IL 40 in Rock Falls which is already constructed as a five-lane urban roadway section.

Response to Comment #72 (cont.)

Honorable Mike Bodard
June 23, 2011
Page 2

As you know, the funding for this project was initiated in 2002 with \$750,000 in special funding for the Corridor Study. In 2004, an earmark amount for \$250,000 was used to supplement the Corridor Study for an Origin-Destination Study and for further analysis on the western terminus. The completion of both studies identified a need to prepare an Environmental Impact Statement (EIS) and Phase I Design Report for the U.S. 30 Route from IL 136 east of Fulton to IL 40 in Rock Falls. The funding for the Phase I engineering was then secured through five earmarks that provided approximately \$6.2 million and \$1.55 million from the Federal and State governments, respectively.


Most recently, a special appropriation was made for \$475,000 from the Transportation, Community, and System Preservation Program with the State providing an additional \$119,000 to match the funding to a total of \$594,000. In all, approximately \$9.5 million has been allocated for the Corridor and Origin-Destination Studies and the Phase I engineering for this portion of U.S. Route 30.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative, which is required to be part of the study under Federal guidelines. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,



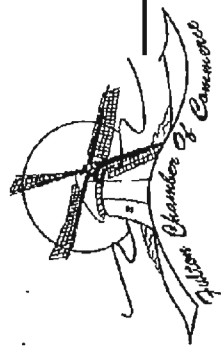
Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

S&P/lw-0207/sb





Comment #74: Heather M. Bennett



415 11th Ave.
Fulton, IL 61252
Phone: 815-589-4545
Fax: 815-589-4421
www.cityoffulton.us

Response to Comment #74

FILE COPY



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAP Route 300 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 138 to IL 40

June 23, 2011

Ms. Heather M. Bennett, Executive Director
Fulton Chamber of Commerce
415 11th Avenue
Fulton, IL 61252

Dear Ms. Bennett:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.com/0330/index.html> or contact the project hotline at 1-866-ROUTES30 (1-866-768-8300).

Sincerely,

Eric S. Throckmorton, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
SAEPRI-019608

June 15, 2011

The Fulton Chamber of Commerce supports a four-lane U.S. Route 30 extending from Fulton, Illinois to Rock Falls, Illinois. A modern four-lane route will improve safety and create economic development opportunities within Whiteside County. The Fulton Chamber of Commerce prefers Alternative Route 5, the south route around Morrison, Illinois. Alternative 5 is the best option because it displaces less home owners, it is within close proximity of Morrison's Industrial Park, allows north Morrison to develop residential housing, and is a less expensive route to construct.

Due to the increased traffic numbers and the dire need for a modern transportation system, the no-build option is NOT an option.

We thank you for your consideration and we look forward to moving ahead with a safe and modern transportation system for Whiteside County.

Sincerely,

Heather M. Bennett
Executive Director, Fulton Chamber of Commerce

Mission Statement:

The mission of the Fulton Chamber of Commerce is to enhance the economic climate and to promote the business community for the benefit of the greater Fulton area.

Board of Directors

- Greg Nafziger
President
KTOS Broadcasting
- Patti Housenga
Vice President
Community State Bank
- Charles T. Dykstra
Interiors Antiques, Etc.
- Phyllis Housenga
1st Gateway Credit Union
- Edie Lentz
First Reformed Church
- Kim Leshelle
Lockhart & Law Insurance
- Steve Owen
Dasma-Renker Funeral Homes
- Jani Smith
Santity's Wedding Service
- Timothy Wright
Wagner Pharmacy

"A Vision Born of Heritage"



Comment #75: Doug Wiersema



15 June 2011

To: Illinois Department of Transportation

This letter is written in support of the U.S. R. 30 road widening project in Whiteside County, Illinois from Action to Rock Falls. Widening this roadway from two lanes to four lanes, we believe, would invite economic activity along this route in an already depressed area of the state.

While the Rock Falls Chamber of Commerce fully supports this entire project, our main concern is that the roadway be finished in its entirety all the way to Rock Falls. The City of Rock Falls remains landlocked on the north by the Rock River and to some extent on the south side of its city limits. A four lane road widening to the city's west city limits, we believe, would spur economic development.

The City of Rock Falls is nearing completion of a \$25 million sewer plant that is adjacent to the proposed roadway, hoping to spur more economic development with infrastructure that would be shovel ready for development.

On behalf of the 300 members of the Rock Falls Chamber of Commerce, we sincerely urge the Illinois Department of Transportation to continue with this vital project.

Respectfully submitted,

Doug Wiersema
President/CEO Rock Falls Chamber of Commerce
Member/US R. 30 Advisory Committee



Response to Comment #75

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 29, 2011

Mr. Doug Wiersema
President/CEO, Rock Falls Chamber of Commerce
801 West 10th Street
Rock Falls, IL 61071

Dear Mr. Wiersema:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments will be taken into consideration by IDOT and the Project Study Group as this project study continues.

We have reviewed your comments and our responses are noted below:

"While the Rock Falls Chamber of Commerce fully supports the entire project, our main concern is that the roadway be finished in its entirety all the way to Rock Falls."

If a build alternative is selected, it would be the Department's desire to obtain enough funding to upgrade the roadway from IL 136 to east of Prophetstown Road in Rock Falls. It is anticipated that this improvement would be built in phases and constructible sections will be identified.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-765-8330).

Sincerely,

U.S. Route 30 Project Study Team

Eric S. Therkildson, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
SAP/jfw-01/97/jwb



Comment #77: Julie Allesee



721 South 2nd Street
P.O. Box 1004
Clinton, Iowa 52735-1004
Phone (563) 242-2702
Fax (563) 242-5800
clamber@clintonia.com

June 15, 2011

Mr. Eric S. Therikildsen, P.E.
819 Depot Avenue
Dixon, Illinois 61021

Dear Mr. Therikildsen:

On behalf of the Clinton Area Chamber of Commerce Board of Directors and Members, I would like to express our support of the Illinois Highway Project that will run south of Morrison.

In reviewing the options available, it would appear the alleviation of traffic and the least disruption would occur with the South route. In addition to this factor, the increased commerce brought to the region when opening this route will create a positive economic impact to all connecting cities.

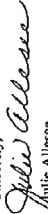
With increased enrollment at Ashford University and Clinton Community College in the Clinton area, you will see expanded use of those routes that connect Chicago via I-88. In addition, this will serve as a major link that will service area industries along the corridor from Highway 30 West. Safety and flow of traffic is the primary goal for developing routes that move traffic from one key area to another.

Clinton is a connector neighboring community in Iowa that has been working very hard to facilitate Highway 30 across the State so that a substantial flow of traffic will open up a new route that will alleviate congestion on Interstate 80 in Iowa. Growth and development occurs when transportation is readily available for moving commerce from one area to another.

Thank you for the opportunity to express the views that represent our constituents and members of your neighborhood community and state.

Working together, we can make our region grow and prosper.

Sincerely,


Julie Allesee
President

CLINTON

Think Positive...BE POSITIVE
CMANCHE

FULTON

Response to Comment #77



FILE COPY

Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Ms. Julie Allesee, President
Clinton Area Chamber of Commerce
721 S. Second Street
Clinton, IA 52735-1024

Dear Ms. Allesee:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/i30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,



Eric S. Therikildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
SAP/jw-0105/ae



Comment #78: Steven G. Ames

Response to Comment #78

FILE COPY

86/14/2011 10:45

5632424554

CADC

PAGE 82

June 13, 2011

Division of Highways I Region 2/District 2

819 Depot Avenue
Dixon, Illinois 61021-3500
Telephone 815/284-2271



Mr. Eric S. Therkildsen, P.E.
819 Depot Avenue
Dixon, Illinois 61021

RE: IDOT Public Hearing for Hwy 30
Environmental Impact Statement & Phase I Design Report

Dear Mr. Therkildsen:

We appreciate the opportunity to comment on potential impacts of the U.S. Hwy 30 Project between Fulton and I-88.

We have followed the project closely, because this segment of Hwy 30 to the Chicago region and I-88 is very critical to Iowa, as well as Illinois. Safety and delays are a major concern to all who travel along this route. Increasing numbers of students are taking this corridor each day. In all types of weather, as enrollments increase at Astoria University and Clinton Community College in Iowa, and Sauk Community College in Illinois, as these institutions are located at either end of the Route 30 that is under study. Additionally, high school buses from both Illinois and Iowa rely on this route, as expensive vocational classes have been recently concentrated in Salford and Clinton also located at either ends of the route.

Commute and associated employment in the Illinois and Iowa regions require this stretch of Highway 30 to be improved. Iowa has already committed to a 4-lane corridor for Hwy 30 from the west; Illinois has committed to I-88 from the east. The remaining stretch of Highway 30 that is under study is a critical link. Major industries throughout the Clinton region rely heavily on trucking. All-weather, limited-access roads are critical for just-in-time deliveries. Pressure on this route will increase as the \$50 million Lincolnway Industrial Real & Air Park, located in Clinton, Iowa, is completed over the next two years. This new major railport is totally dependent on intermodal transportation of freight to, and from, the Union Pacific's main east-west line. Increased truck traffic will compound congestion and elevate safety concerns.

We are very concerned that the "no-build" option—that of enlarging the existing Route 30 corridor only and eliminating the possibility of alternative, supporting routes around Morrison—remains an option. Safety and economy dictate that we must take this option off the table. We are, however, pleased that the alternate route-options selected will utilize the existing Hwy 30 corridor wherever possible. Major river terminals, grain storage complexes, and grain processors such as Archer Daniels Midland, require all-weather roads, as the alternative route-options for this project propose. These businesses need the valuable crop land that these alternative routes are attempting to preserve, and this strategy will also minimize the loss of added farmland.

Thank you for including our views on the impacts of the Hwy 30 Project.

Sincerely,

Steven G. Ames
President & CEO

PROGRAM DEVELOPMENT

STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 23, 2011

Steven G. Ames, President & CEO
Clinton Regional Development Corp.
The Armstrong Building
144 8th Avenue South
Clinton, IA 52732

Dear Mr. Ames:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group (PSG) as the project study continues.

Over the next several months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.il.gov/us30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer
SAE/PLW-0189128



Comment #78: Steven G. Ames (cont.)

65/71/2011 10:45	5532424554	CADC	PAGE 01
<small>The Armstrong Building 144 6th Avenue South Clinton, IA 52722 563.242.4538 ext. 563.242.4554 fax www.clintonregional.com</small>			

Fax

Mr. Paul for

To: Mr. Eric Therkildsen From: Steven G. Ames

From: 815-284-5486 Pages: 2 (including FAX cover sheet)

Phone: Date: June 14, 2011

Fax: CC:

☒ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

• Confidential

Please see attached letter regarding
the IL DOT Public Hearing for Hwy 30
on June 15, 2011, in Morrisson, IL. Please
present our comments at the hearing.
If you have any questions, do not hesitate
to contact Mr. Ames directly @ 563-242-4536.
Thank you
Steven G. Paul
Admin. Assistant



Comment #79: Kenneth Tiesman



Fulton, Illinois Kiwanis Club

Illinois Department of Transportation
District 2
819 Depot Ave
Dixon, IL 61021

Ladies and Gentlemen:

The Fulton, IL Kiwanis Club has two members, Mayor Larry Russell, & Barb Suehl-Kanis that are members of the CAG Group, and they keep us informed as to the happenings of the proposed four-lane project regarding U.S. Route 30 in Whiteside County.

Our communities have suffered double digit losses in population according to the last census figures. We have high unemployment in this area, and the present two lane U.S. Highway 30 is dangerous. Barb presented our group with a stat sheet from the Whiteside County Sheriff's Office showing the number of accidents that this corridor has experienced in 2010. One hundred Seven Accidents, and this number does not include deer collisions. This accident report, by itself, makes us feel that the need to build an additional two lanes on this East West corridor is Great!

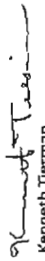
We understand that a route to the North is proposed, as well as a route that veers South around Morrison, and, the NO BUILD option is still an option. To us, the NO BUILD is not an option if we are to experience economic growth and development.

Our Club likes the South Route the best. This will give Morrison the needed overpass to enable emergency vehicles cross the Union Pacific Rail Tracks in their community and get them to the South side of their City. This will also open up development for an industrial park in Morrison. The South Route is our choice, and we encourage continued support for this effort.

We will have members attend the Public Input Meeting tomorrow, June 15th, and we thank you for considering our input regarding this important project.

RECEIVED REGION	PROJECT DEVELOPMENT
	ADMINISTRATIVE
	ADMINISTRATIVE REVIEW
	LOCAL GROUP
JUN 16 2011	
RECEIVED REGION	
Come with Region 200 year Conservation Area Conservation Area	

Yours respectfully,


Kenneth Tiesman
Club President



Response to Comment #79

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT
STUDIES AND PLANS
EAP Route 309 (US 30)
Section (20-1, 17R, 15, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to IL 40

June 29, 2011

Kenneth Tiesman
President, Kiwanis Club of Fulton
P. O. Box 81
Fulton, IL 61252

Dear Mr. Tiesman:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments regarding preference of a southern alignment will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

1.) Barb presented our group with a stat sheet from the Whiteside County Sheriff's Office showing the number of accidents that this corridor has experienced in 2010. One hundred Seven Accidents, and this number does not include deer collisions.

We understand your concerns regarding the collision history within this corridor. As you may be aware, collision information is relieved from the local, county and State police departments and sent to IDOT's Central Office in Springfield, Illinois. This information is then compiled and distributed to IDOT's District offices for use in evaluating and developing roadway projects. In reviewing this collision data for the existing US 30 roadway within the 24-mile project study area, a total of 107 accidents occurred resulting in 50 injuries and zero fatalities during 2010. These collisions were comprised of the following impact types and quantities: angle (14), animal (10), fixed object-off road (14), head on (1), other non-collision (2), other object-off road (1), overturned-off road (2), rear end (37), sideswipe-opposite direction (3), sideswipe-same direction (3), and turning (20).



Response to Comment #79 (cont.)

Following are the number of collisions and approximate percentage of collisions for specific segments of the roadway throughout the project study area:

Location of Collisions	# of Collisions	% of Collisions
IL 136 to west of Morrison	20	19
City limits of Morrison	23	21
East of Morrison to Moline Road	22	21
Moline Road to IL 40	42*	39*
	107	100

* Please note: The total number and percentage of collisions include the section east of Prophetstown Road to IL 40 in Rock Falls which is already constructed as a five-lane urban roadway section.

2.) *To us, the No Build Alternative is not an option if we are to experience economic growth and development.*

Although the no-build alternative might not seem reasonable, it must be included in the Environmental Impact Statement analysis as required by the National Environmental Policy Act and Federal guidelines. This alternative is used as the basis to compare against any proposed build alternatives.

If the no-build alternative is the preferred alignment, then existing U.S. Route 30 will continue to be maintained by the State. In addition, some types of construction on the existing roadway such as resurfacing, and addressing safety and geometric improvements may be required depending on traffic needs and highway conditions.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team

Comment #80: Michael W. Hastings



JO-CARROLL ENERGY, INC. (NFP) A Touchstone Energy Cooperative ~~Co~~
793 U. S. ROUTE 20 WEST • P. O. BOX 390 • ELIZABETH, IL 61028 • 815/858-2207 • 800/558-5522 • FAX 815/858-3731

June 15, 2011

Mr. Eric S. Therkildsen, P.E.
Illinois Department of Transportation
819 Depot Avenue
Dixon, IL 61021

RE: Public Hearing Input on the Rock Falls to
Fulton Corridor Impact Study for Hwy 30

Dear Mr. Therkildsen:

As the electric power company for much of the northwest corner of Illinois, we at Jo-Carroll Energy are always in contact with many community leaders. We agree with those leaders in their concern that a "no-build" option still remains in consideration given the amount of support received at both the federal and State levels. The safety and environmental impacts of a no-build approach are significant. We share the following concerns with those community leaders:

SAFETY

The high accident rate on the subject stretch of Hwy 30 will only increase in the months ahead with expanding college campuses at each end of the corridor and a major Rail Port complex under construction in Clinton. Design modifications to the current 2-lane roadway cannot resolve this growing safety issue.

ENVIRONMENT

The environmental impact of increased truck traffic through Morrison's historic district is significant. Air quality and noise levels in that restricted corridor will deteriorate further. Fuel consumption will increase with longer waits at stop lights and side streets. The potential for hazardous cargo releases increases with congestion. The consequences of releases adjacent to downtown businesses and residences are more severe.

PRIORITY

Please consider the impacts raised above in removing the "no build" option from the list of possibilities regarding the Hwy 30 project.

Sincerely,

JO-CARROLL ENERGY, INC. (NFP)

BY:

Michael W. Haslings
President and CEO

RECEIVED REGION 2		JUN 17 2011		REGION 2/CLINTON SYSTEMS REPORT: 3/26/09 CREDIT ADVISORY: 1/2/09 CONTACT: 1/2/09	
NO	7	NO	7	NO	7
RECEIVED REGION 2		JUN 17 2011		REGION 2/CLINTON SYSTEMS REPORT: 3/26/09 CREDIT ADVISORY: 1/2/09 CONTACT: 1/2/09	



Response to Comment #80

U.S. Route 30 Environmental Impact Statement and Phase I Design Report
U.S. Route 30 Project Study Team
103 Lanier Court
Collinsville, IL 62234-6124
1-866-ROUTE 30

PROGRAM DEVELOPMENT

STUDIES AND PLANS
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Whiteside County
Job No. P-92-107-07
US 30 from IL 136 to I 40
June 29, 2011

June 29, 2011

Michael W. Hastings
President/CEO, Jo-Carroll Energy, Inc.
793 U.S. Route 20 West
P. O. Box 390
Elizabeth, IL 61028

Dear Mr. Hastings:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input will be taken into consideration by IDOT and the Project Study Group.

We have reviewed your comments and our responses are noted below:

"Please consider removing the "no build" option from the list of possibilities regarding the Highway 30 project."

Although the no-build alternative might not seem reasonable, it must be included in the Environmental Impact Statement analysis as required by the National Environmental Policy Act and Federal guidelines. This alternative is used as the basis to compare against any proposed build alternatives.

If the no-build alternative is the preferred alignment, then existing U.S. Route 30 will continue to be maintained by the State. In addition, some types of construction on the existing roadway such as resurfacing, and addressing safety and geometric improvements may be required depending on traffic needs and highway conditions.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.



Response to Comment #80 (cont.)

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-758-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #81: Jeremy Baker

Lisa Askew

From: Couris, Gabriel (Gabriel.Couris@illinois.gov)
Sent: Monday, June 20, 2011 12:01 PM
To: Sheila Hudson
Cc: Lisa Askew
Subject: Web Email from Jeremy Baker - #70049

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70049. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message-----

From: jeremyone11@yahoo.com
Sent: Friday, June 17, 2011 9:09 AM
Subject: Web Mail from Jeremy Baker

Web Page: US30
Name: Jeremy Baker
Address: 15689 Norrish RD
Morrison, IL 61270
Work #: 815-772-3217

Question:

I would like to express a vote of no changes to the existing road. The group of people that expressed interest in moving the highway do not want the town to grow. A good example of this was back in the 1980s when Ethan Allen wanted to expand and the city would not allow it. Also, I feel that the town businesses would suffer far more than anticipated and the land that would be affected by destruction too great. If it does get moved, I would vote for a south route because the industrial center for Morrison is South of town and trucks routed to this area would still need to go through town to get to this industrial site. This would defeat the purpose of rerouting US 30 because trucks would still need to travel through town. Removing the heavy trucks from local streets was the original reason told to the public for the rerouting to start with.

I am not sure if I can still get this information to count but I have made an effort.

Response to Comment #81

Lisa Askew

From: Lisa Askew (laskew.hudson@sboglobal.net)
Sent: Thursday, June 23, 2011 3:35 PM
To: 'jeremyone11@yahoo.com'
Cc: 'Couris, Gabriel'; 'Carla Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Becky Marruffo'; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'Sheila Hudson'
Subject: Web Email from Jeremy Baker - #70049

Dear Mr. Baker:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #82: Ruth Gundlach

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Monday, June 20, 2011 10:47 AM
To: sheila hudson
Cc: Lisa Askew
Subject: Web Email from Ruth Gundlach - #70030

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70030. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

---Original Message---

From: ruth.gundlach@g8x8@statefarm.com
Sent: Thursday, June 16, 2011 9:28 AM
Subject: Web Mail from Ruth Gundlach

Web Page: US30
Name: Ruth Gundlach
Address: 619 E Lincolnway
Morrison, IL 61270
Work #: 815-772-2101

Question:

Comment: It is important to have Route 30 bypass for downtown Morrison. I support the southern route.

Response to Comment #82

Lisa Askew

From: Lisa Askew [laskew.hudson@sboglobal.net]
Sent: Thursday, June 23, 2011 2:05 PM
To: 'ruth.gundlach@g8x8@statefarm.com'
Cc: 'Couris, Gabriel'; 'Carla Kelly@illinois.gov'; 'Williams, Jennifer J.'; 'Walton, Mike'; 'Jacqueline Bridgett'; 'Calhoun, Jill'; 'shelia hudson'
Subject: Web Email from Ruth Gundlach - #70030

Dear Ms. Gundlach:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #83: Barbara M. Janis

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Monday, June 20, 2011 4:36 PM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Barbara M. Janis - #70096

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70096. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message-----

From: bsuehl@frontiernet.net
Sent: Monday, June 20, 2011 1:39 PM
Subject: Web Mail from Barbara M. Janis

Web Page: US30
Name: Barbara M. Janis
Address: 609 16th Place
Fulton, IL 61252
Work #: 815-589-9191
Home #: 815-589-3438

Question:

HELL-O, I am a member of the CAG Group, and I was unable to attend the public input meeting because of a family emergency. I favor the Southern Route, and I most definitely do want this project to continue. The No Build option, is not an option if we are ever to see economic growth and development. The safety factor alone is a strong argument for four-laneing this 19 mile stretch. I strongly support the continuance of this project

Response to Comment #83

Lisa Askew

From: Lisa Askew [askew.lisa@hudsonassocs.com]
Sent: Thursday, June 23, 2011 2:12 PM
To: 'bsuehl@frontiernet.net'
Cc: 'Couris, Gabriel'; 'Carla Kelly@illinois.gov'; 'Williams, Jennifer J.'; 'Wallon, Mike'; 'Jacquod, Bridgett'; 'Calhoun, Jeff'; 'shelia hudson'
Subject: Web Email from Barbara M. Janis - #70096

Dear Ms. Janis:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <https://www.dot.il.gov/us30/index.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #84: Leonard Janis

Response to Comment #84

Lisa Askew

From: Courts, Gabriel [Gabriel.Courts@illinois.gov]
Sent: Monday, June 20, 2011 4:37 PM
To: stella hudson
Cc: Lisa Askew
Subject: Web Email from Leonard Janis - #70097

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70097. Your prompt attention is greatly appreciated.

Gabriel Courts
Illinois Department of Transportation

----- Original Message -----

From: timber@vba.com
Sent: Monday, June 20, 2011 1:42 PM
Subject: Web Mail from Leonard Janis

Web Page: US30
Name: Leonard Janis
Address: 609 16th Place
Fulton, IL 61252
Work #: 815-589-9191
Home #: 815-589-3438

Question:

I have attended almost all of the CAG meetings in Morrison. I was unable to attend the public input meeting last week, however, I strongly support the continuance of this project. I would like to see the Southern Route chosen. This route makes more sense overall with home displacement, less farmland, etc. Thank you for allowing me to make this opinion of mine count and be expressed. Leonard Janis

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbglobal.net]
Sent: Thursday, June 23, 2011 2:08 PM
To: 'timber@vba.com'
Cc: 'Courts, Gabriel'; 'Carla Kelly@illinois.gov'; 'Williams, Jennifer J.'; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'shella hudson'
Subject: Web Email from Leonard Janis - #70097

Dear Mr. Janis:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #85: Kenneth Kophamer

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Monday, June 20, 2011 12:02 PM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Kenneth Kophamer - #70050

For your response. This inquiry was sent to the IDOT Web Email Response System, please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70050. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

Original Message

From: kenny@kenkoprealty.com
Sent: Friday, June 17, 2011 11:47 AM
Subject: Web Mail from Kenneth Kophamer

Web Page: US30
Name: Kenneth Kophamer
Address: 118 E. Main Street
Morrison, IL 61270
Work #: 815-772-2728

Question:
Dear Mr. Nardini,

We recently visited about my farm in Morrison that was erroneously listed as a special waste site, rather than farmland. I hope you can correct the mistake to reflect the fact that it is crop ground. Thank you so much for your time.

On an aside, I have been polling the townspeople of Morrison about the Route 30 bypass. I have found that the quiet majority want Route 30 to be widened right through town. There is also a faction in Morrison that would like to pursue federal government-funded grants to revitalize the current economic downturn. On the other hand, there is a faction that would prefer that the town take care of its own community with citizen donations to self-fund improvements. Either way, the IDOT's decision will not be popular.

From a business standpoint I can see advantages as well as disadvantages for each proposed route. The advantages of a northern route are that the soil type is more favorable to building, its proximity and signage for the state park, and a more direct route to the potential jobs at the prison in Thomson. The advantage of a southern route is the close proximity to our industrial park, but it would be redundant to have a four-lane highway so close to I-88. All in all, I believe our community would like to see a cost analysis for widening the current Route 30 versus either bypass.

As an appraiser and Realtor, I encourage a capitol infusion into Morrison by taking a route down the current Route 30. Farmland is \$8,000 to \$12,000 per acre for the State of Illinois to buy and homes are \$50,000 to \$150,000 and plummeting lower. Currently, we have 90 homes for sale and approximately 25 downtown

Response to Comment #85

From: "Nardini, Mark D" <Mark.Nardini@illinois.gov>
To: kenny@kenkoprealty.com
Cc: "Marruffo, Rebecca A" <Rebecca.Marruffo@illinois.gov>; "Williams, Jennifer J" <Jennifer.Williams@illinois.gov>; "Couris, Gabriel" <Gabriel.Couris@illinois.gov>; "Kingry, Peggy M" <Peggy.Kingry@illinois.gov>; "Nelson, Jason T" <Jason.Nelson@illinois.gov>; "Kelly, Carla J" <Carla.Kelly@illinois.gov>; shelia hudson <hudson.shelia@shotglobal.net>
Sent: Tue, July 5, 2011 9:46:14 AM
Subject: FW: Web Email from Kenneth Kophamer - #70050

Mr. Kophamer:

Thank you for your email regarding the US 30 project through Whiteside County.

After reviewing our data, it appears that the consultants figures showing the former Morrison City Dump was incorrectly labeled. It appears that the shading was inverted between your property and the property owned by Louis J. Betts. The dump was on the property owned by Mr. Betts, and not yourself. The figures will be modified to correct this error. The department is sorry for this mix up.

Your input is greatly appreciated and will be incorporated into the public involvement documents for this project. Your comment, along with others received during the comment period for this phase of the project will be used to help identify a preferred alignment for this project.

Mark D. Nardini
Environmental Specialist
Illinois Department of Transportation
Region Two / District Two
819 Depot Avenue
Dixon, Illinois 61021
Office - (815) 284-5460
Fax - (815) 284-5486
Cell - (815) 441-1545
Mark.Nardini@illinois.gov



Comment #85: Kenneth Kophamer (cont.)

buildings on the market. In my estimation it would be cheaper to purchase residential and commercial property along the current course of Route 30, rather than buying up inflated farmland prices. In conclusion, my life and business will be minimally affected by any route, so I have no monetary bias to any proposal. However, I do believe that widening the current Route 30 would create a capital infusion that Morrison so desperately needs.



Comment #86: Dan Kuehl

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Wednesday, July 13, 2011 9:11 AM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Dan Kuehl - #70373

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/27/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70373. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message-----

From: kkuehl70@gmail.com
Sent: Thursday, July 7, 2011 8:51 AM
Subject: Web Mail from Dan Kuehl

Web Page: US30
Name: Dan Kuehl
Address: 1001 Jenny Ln
Morrison, IL 61270
Work #: 815-441-1100

Question:

My opinion on the Route 30 Bi-pass is that it is not needed. However, I understand that the bi-pass will be completed whether it is good for Morrison IL or not. As a life long resident of Morrison and a Land Surveyor, the best and more effective route is through the southern part of Morrison. This route is less detrimental to homes and businesses. While the Southern route will run right through our family farm, the northern route would disrupt many beautiful and high income neighborhoods.

Thank you for your time.

Response to Comment #86

Lisa Askew

From: Lisa Askew [askew.lisa@idotglobal.net]
Sent: Friday, July 15, 2011 9:53 AM
To: 'kkuehl70@gmail.com'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquol, Bridgett'; 'Calhoun, Jill'; 'Estrem, Jon'; 'shelia hudson'; 'Bob Innis'; 'Nardini, Mark D'; 'Marruffo, Rebecca A'; 'Kingsy, Dorraine L'; 'Rodgers, Cassandra S'; 'turner.lisa@idotglobal.net'
Subject: Web Email from Dan Kuehl - #70373

Dear Mr. Kuehl:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.idot.il.gov/us30/index1.htm> or contact the project hotline at 1-866-ROUTE30 (1-866-786-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #87: Reverend Edith Lenz

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Monday, June 20, 2011 10:45 AM
To: shella hudson
Cc: Lisa Askew
Subject: Web Email from Rev. Edith Lenz - #70029

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70029. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message-----

From: edilenz@firstcraftulton.org
Sent: Thursday, June 16, 2011 9:02 AM
Subject: Web Mail from Rev. Edith Lenz

Web Page: US30
Name: Rev. Edith Lenz
Address: 514 15th AVE
Fulton, IL 61252
Work #: 815-589-2203

Question:
I am in favor of a south route development of Rt 30

Response to Comment #87

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, June 23, 2011 12:53 PM
To: 'edilenz@firstcraftulton.org'
Cc: 'Couris, Gabriel'; 'Carla Kelly@illinois.gov'; 'Williams, Jennifer J.'; 'Wallon, Mike'; 'Jacquol, Bridgett'; 'Calhoun, Jill'; 'shella hudson'
Subject: Web Email from Rev. Edith Lenz - #70029

Dear Reverend Lenz:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #88: Travis Peter

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Tuesday, June 21, 2011 4:35 PM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Travis Peter - #70117

For your response. This inquiry was sent to the IDOT Web Email Response System. Please respond on or before 7/5/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70117. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message-----

From: tpeter@itcullenco.com
Sent: Tuesday, June 21, 2011 9:47 AM
Subject: Web Mail from Travis Peter

Web Page: US30
Name: Travis Peter
Address: 15270 Diamond Rd
Fulton, IL 61252
Work #: 815-589-2412

Question:
I approve of the Highway 30 4 lane route South of Morrison IL.

Response to Comment #88

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, June 23, 2011 2:19 PM
To: tpeter@itcullenco.com
Cc: 'Couris, Gabriel'; 'Carla Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Wallon, Mike'; 'Jacques, Bridgett'; 'Calhoun, Jill'; 'shelia hudson'
Subject: Web Email from Travis Peter - #70117

Dear Mr. Peter:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #89: Michl Peters

Lisa Askew

From: Courts, Gabriel [Gabriel.Courts@illinois.gov]
Sent: Wednesday, June 22, 2011 11:53 AM
To: sheila hudson
Cc: Lisa Askew
Subject: Web Email from Michl Peters - #70135

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/6/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70135. Your prompt attention is greatly appreciated.

Gabriel Courts
Illinois Department of Transportation

-----Original Message-----

From: mpeters@itcullenco.com
Sent: Wednesday, June 22, 2011 8:24 AM
Subject: Web Mail from Michl Peters

Web Page: US30
Name: Michl Peters
Address: 901 31st Avenue
Fulton, IL 61252
Work #: 815-589-2412

Question:
I support a four-lane route south of Morrison.

Response to Comment #89

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbloglobal.net]
Sent: Monday, June 27, 2011 9:25 AM
To: 'mpeters@itcullenco.com'
Cc: 'Courts, Gabriel'; 'Carla Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jili'; 'shella hudson'; 'Becky Marruffo'
Subject: Web Email from Michl Peters - #70135

Dear Mr. Peters:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #90: Merle Reisenbigher

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Monday, June 20, 2011 10:48 AM
To: shella hudson
Cc: Lisa Askew
Subject: Web Email from Merle Reisenbigher - #70031

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70031. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message-----

From: merle@rcsmithllimo.com
Sent: Thursday, June 16, 2011 10:34 AM
Subject: Web Mail from Merle Reisenbigher

Web Page: Getting Around Illinois
Name: Merle Reisenbigher
Address: 604 Ash
Morrison, IL 61270
Work #: 815-772-7226
Home #: 815-772-2907

Question:

I would like to be recorded as favoring the SOUTH route

I feel it would be far less disruptive to the community & environment

Thank You

Response to Comment #90

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@stglobal.net]
Sent: Thursday, June 23, 2011 1:06 PM
To: 'merle@rcsmithllimo.com'
Cc: 'Couris, Gabriel'; 'Carla Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Wallon, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'shella hudson'
Subject: Web Email from Merle Reisenbigher - #70031

Dear Mr. Reisenbigher:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #91: Scott Schipper

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Tuesday, June 21, 2011 3:08 PM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Scott Schipper - #70101

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/5/2011. Also cc: Carla Kelly & me for IDOT files Including a reference to control # 70101. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message-----

From: ssschipper@itcullenco.com
Sent: Monday, June 20, 2011 2:28 PM
Subject: Web Mail from Scott Schipper

Web Page: US30
Name: Scott Schipper
Address: 15366 Diamond RD.
Fulton, IL 61252
Work #: 815-589-2412
Home #: 815-520-3458

Question:
I support a four-lane route south of Morrison.

Response to Comment #91

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, June 23, 2011 2:23 PM
To: 'ssschipper@itcullenco.com'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J'; 'Walton, Mike'; 'Jacquol, Bridgett'; 'Calhoun, Jill'; 'shelia hudson'
Subject: Web Email from Scott Schipper - #70101

Dear Mr. Schipper:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Sincerely,

U.S. Route 30 Project Study Team



Comment #92: Dr. Heath Treharne

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Monday, June 20, 2011 11:07 AM
To: shella hudson
Cc: Lisa Askew
Subject: Web Email from Dr. Heath Treharne, Tree of Life Chiropractic - #70034

For your response. This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70034. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message-----

From: nuccatree@yahoo.com
Sent: Thursday, June 16, 2011 1:09 PM
Subject: Web Mail from Dr. Heath Treharne, Tree of Life Chiropractic

Web Page: US30
Name: Dr. Heath Treharne, Tree of Life Chiropractic
Address: 1130 17th St
Fulton, IL 61252
Work #: 815-589-5255

Question:
I am in favor of expanding this project. My selection would be to focus on the southern route.
Thank you for your efforts in keeping this project moving forward.
Dr. Heath Treharne

Response to Comment #92

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, June 23, 2011 12:33 PM
To: 'nuccatree@yahoo.com'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J.'; 'Walton, Mike'; 'Jacquol, Bridgett'; 'Calhoun, Jill'; 'Shella Hudson'
Subject: Web Email from Dr. Heath Treharne, Tree of Life Chiropractic - #70034

Dear Dr. Treharne:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

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Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #93(a): Susan Wilkens

Lisa Askew

From: Counis, Gabriel [Gabriel.Counis@illinois.gov]
Sent: Friday, July 15, 2011 11:35 AM
To: shelia hudson
Cc: Lisa Askew
Subject: Web Email from Susan Wilkens - #70503

For your response. This inquiry was sent to the IDOT Web Email Response System. Please respond on or before 7/29/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70503. Your prompt attention is greatly appreciated.

Gabriel Counis
Illinois Department of Transportation

-----Original Message-----

From: ts.wikens@frontiernet.net
Sent: Friday, July 15, 2011 11:17 AM
Subject: Web Mail from Susan Wilkens

Web Page: IDOT Home Page
Name: Susan Wilkens
Address: 19389 Lincoln Rd
Morrison, IL 61270
Work #: 815-772-2183

Question:

My family currently lives on US Rt. 30. I have been told that our home is one that will probably be impacted by this and I am wondering where I can get more information regarding this proposal. I have been trying to keep up to speed, but too many people tell me different things. Is there a website that I can go to find out if my house will be directly affected?

Response to Comment #93(a)

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Friday, July 29, 2011 3:13 PM
To: 'ts.wikens@frontiernet.net'
Cc: 'Counis, Gabriel'; 'Carla Kelly@illinois.gov'; 'Williams, Jennifer J.'; 'Wallon, Mike'; 'Jacquot, Bridgett'; 'Calhoun, Jill'; 'Estrem, Joni'; 'shelia hudson'; 'Bob Innis'; 'Nardin, Mark D'; 'Marruffo, Rebecca A'; 'Klingry, Dorraine L.'; 'Rodgers, Cassandra S'; 'turner.hudsonassoc@sbcglobal.net'
Subject: Web Email from Susan Wilkens - #70503
Attachments: Wilkens Property.pdf

Dear Ms. Wilkens:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

We have reviewed your comments and our responses are noted below:

"Is there a website I can go to find out if my house will be directly affected?"

As you may be aware, the Draft Environmental Impact Statement report (DEIS) is available for public review and comment on IDOT's website at http://www.dot.state.il.us/desenv/Environment/309/US30_FinalDEIS.pdf. Once you upload the document, please go to page 254 where there is an aerial exhibit illustrating the impacts to your property by the proposed improvement. We have also attached a copy of the aerial exhibit for your review.

In creating the proposed alternatives, there were many engineering and environmental issues that were considered. If a property is impacted, the Department will purchase the property in part or whole depending on the need. The value of this acquisition will be based off of the fair market value of your property.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.htm> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #93(b): Susan Wilkens

Lisa Askew

From: lsawilkins@frontiernet.net
Sent: Sunday, July 31, 2011 2:10 PM
To: Lisa Askew
Subject: Re: Web Email from Susan Wilkens - #70503

Thank you for repsonding to my email. I am currently wondering what the timeline is. We have been considering selling our home to buy a larger home. If I am reading the arial views correctly, it looks like our property will be affected regardless of the route taken. Could you update me as to what the timeline is?

Thank you,
Susan Wilkens

Response to Comment #93(b)

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, August 11, 2011 9:16 AM
To: 'lsawilkins@frontiernet.net'
Cc: Jim Allen; Marufu, Rebecca A; Jennifer Williams; Walton, Mike; Jacquot, Bridgett; 'Caltoun, Jill'
Subject: Web Email from Susan Wilkens - #70503

Dear Ms. Wilkens:

It is anticipated that this phase of the project, which includes the completion of the Environmental Impact Statement and Phase I Design Report, will be approved by the end of 2012. Funding for land acquisition, design (Phase II) and construction (Phase III) is currently not available; therefore, the timeline of this project past the end of 2012 is uncertain.

If you have any additional questions regarding the Department's land acquisition process, please feel free to contact the IDOT - District 2 office Land Acquisition Manager, Mr. Jim Allen at (815) 284-5366.

Again, thank you for your interest in the U.S. Route 30 project.

Sincerely,

U.S. Route 30 Project Study Team



Comment #94: Rex H. Winget

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Monday, June 20, 2011 4:08 PM
To: shella hudson
Cc: Lisa Askew
Subject: Web Email from Rex H. Winget - #70094

For your response, This inquiry was sent to the IDOT Web Email Response System. Please respond on or before 7/4/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 70094. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message -----

From: rwinget@itcullenco.com
Sent: Monday, June 20, 2011 12:40 PM
Subject: Web Mail from Rex H. Winget

Web Page: US30
Name: Rex H. Winget
Address: 424 17th Ave.
Fulton, IL 61252
Work #: 815-589-2412
Home #: 815-589-3070

Question:

This expansion is long overdue. "No Build" should not be an option. The south route is less expensive, less disruptive, and otherwise effective. BUILD IT!

Response to Comment #94

Lisa Askew

From: Lisa Askew [laskew.hudsonassoc@sbcglobal.net]
Sent: Thursday, June 23, 2011 2:15 PM
To: 'rwinget@itcullenco.com'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J.'; 'Walton, Mike'; 'Jacquol, Bridgett'; 'Calhoun, Jill'; 'shella hudson'
Subject: Web Email from Rex H. Winget - #70094

Dear Mr. Winget:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #95: Ben Wolf

Lisa Askew

From: Couris, Gabriel [Gabriel.Couris@illinois.gov]
Sent: Monday, June 13, 2011 10:28 AM
To: Lisa Askew
Cc: Kelly, Carla J.; shelia hudson
Subject: Web Email from Ben Wolf - #69933

For your response, This inquiry was sent to the IDOT Web Email Response System, Please respond on or before 6/27/2011. Also cc: Carla Kelly & me for IDOT files including a reference to control # 69933. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message-----

From: ben.j.wolf@hotmail.com
Sent: Thursday, June 9, 2011 11:12 AM
Subject: Web Mail from Ben Wolf

Web Page: US30
Name: Ben Wolf
Address: 17798 Spring Valley Rd
Morrison, IL 61270
Work #: 815-441-1895

Question:

Since input is being asked for, I would like to give mine. I believe that the impact on the area surrounding Morrison, particularly the proposed northern route, would be devastating. Moving the route north would have traffic much closer to some awfully nice new and established properties (including my own). People in these areas live there because of the remoteness and isolation from traffic and noise. The impact on the properties inside and out of the project area would certainly be a negative one, and the values of those properties will certainly fall if the northern route is chosen. Morrison and Route 30 have worked hand in hand since long before my time. That route going through town helps the community, and brings people to the downtown. And yet, you don't have to go far to the outskirts of town to have isolation from the noise and dangers of the traffic. I think it should be kept that way.

Thank you for your consideration.

Response to Comment #95

Lisa Askew

From: Lisa Askew [laskew.hudson@sboglobal.net]
Sent: Thursday, June 23, 2011 12:27 PM
To: 'ben.j.wolf@hotmail.com'
Cc: 'Couris, Gabriel'; 'Carla.Kelly@illinois.gov'; 'Williams, Jennifer J.'; 'Walton, Mike'; 'Jacquol, Bridgett'; 'Calhoun, Jill'; 'shelia hudson'
Subject: Web Email from Ben Wolf - #69933

Dear Mr. Wolf:

Thank you for expressing an interest in the U.S. Route 30 Corridor project. Your comments and input are an important element of the project study. They will be taken into consideration by IDOT and the Project Study Group as the project study continues.

Over the next few months, we will be reviewing all comments received regarding the two proposed alternatives, as well as the no-build alternative. This information will assist in further study for the upcoming Final Environmental Impact Statement and Phase I Design Report for the project.

Please be aware that additional opportunities will be available for you to provide input on this project study as it develops. Your comments are appreciated and we will ensure that they are incorporated into the project study record.

Thank you for your participation and interest in the project. If you have further comments or concerns about the study, or would like to learn more about the project, please visit the project website at <http://www.dot.il.gov/us30/index1.html> or contact the project hotline at 1-866-ROUTE30 (1-866-768-8330).

Sincerely,

U.S. Route 30 Project Study Team



Comment #96: Illinois Department
of Agriculture



Pat Quinn, Governor
Thomas E. Jennings, Director

Bureau of Land and Water Resources

State Farm Bureau • P.O. Box 19281 • Springfield, IL 62719-0281 • 217/782-4297 • TDD 217/254-4454 • Fax 217/257-0995

July 29, 2011

Mr. Eric S. Thekildsen, P.E.
IDOT / Division of Highways / District 2
818 Depot Avenue
Dixon, Illinois 61021-3500

Re: Draft Environmental Impact Statement
U.S. 30 (FAP 309) from IL 135 to IL 40 - 679 acres
Whiteside County, Illinois

Dear Mr. Thekildsen:

The Illinois Department of Agriculture (IDOA) has completed its review of the agricultural impacts associated with the improvements to 2.24 miles of original U.S. 30 from IL 135/Frog Pond Road to IL 40 in Whiteside County. The IDOA conducted a Study of Agricultural Impacts (copy enclosed) associated with the request in accordance with the rules governing the state's Farmland Preservation Act (905 ILCS 70/1 et seq.).

The project involves the construction of an expressway facility. Both alternatives share similar impacts to 12 miles of roadway. Alternative 4 requires an additional 13 miles for a total length of 25 miles. Alternative 5 requires an additional 14 miles for a total length of 26 miles. Both alternatives require almost identical acreage for final construction, the final total being dependent upon the selection of the north or south bypass around Morton.

Based upon our study, the IDOA would have no objection to the use of either Alternative for the proposed highway improvements. The IDOA would consider such an action to be consistent with the IDOA's Agricultural Land Preservation Policy and in compliance with the state's Farmland Preservation Act.

Should you have any questions regarding our review of this road improvement or our study, please contact Tony Servo at 217-785-4458.

Sincerely,

Steven D. Chard
Steven D. Chard, Acting Chief

Bureau of Land and Water Resources

SOC:TS
Enclosure

cc: Governor Pat Quinn
Sen. John Cullerton
Sen. Christine Radogno
Rep. Michael Madigan
Rep. Tom Cross
Sen. Tim Bivens

Sen. Mike Jacobs
Rep. Jerry Mitchell
Rep. Richard Morland
Shari West, IDOA
Janet Thornley, IDOA
Jeff Williams, IDOA

Inter-Agency Committee
Diane Johnson, Whiteside Co. SWCD
Kevin Rind, Illinois Farm Bureau
Agency Project File

Response to Comment #96

No Response Required



Comment #96: (cont.) Illinois Department of Agriculture (cont.)

ILLINOIS DEPARTMENT OF AGRICULTURE STUDY OF AGRICULTURAL IMPACTS

FAP 309 (US Route 30)
Section (20-1,17R,16,15,110)PE1
Whiteside County, Illinois

The Illinois Department of Agriculture (IDOA) conducted a study of agricultural impacts on the proposal by the IDOT District 2 to improve 24 miles of U.S. 30 from IL 135 to IL 40 in Whiteside County with a four-lane expressway. The project is needed to address existing capacity deficiencies and traffic congestion, increasing transportation demand, lack of roadway continuity and the overall safety of the roadway within the US 30 project study area. The scope of work includes its construction as a 4-lane expressway with either a north or south bypass around Morrison. The results of our study are as follows:

- **New right-of-way** – Total area converted to right-of-way (ROW) for both alignments is almost identical, affecting 682 acres and 676 acres for Alternative 4 and Alternative 5, respectively. Converted agricultural acres total 614 acres to 625 acres, respectively. In addition, ROW takes will impact 149 adjoining farm operations versus to 154 adjoining farm operations, respectively.
- **Land use** – Approximately 90 percent of Alternative 4's proposed ROW is presently in agricultural use. Alternative 5's alignment has approximately 92 percent of its proposed ROW in agricultural use.
- **Prime farmland status** – According to the Whiteside Soil Survey that was prepared by the USDA Natural Resources Conservation Service, Alternative 4 has 434 acres of ROW comprised of Prime soils, 150 acres are Important soils, and 30 acres contain soils that are neither Prime nor Important. Alternative 5 has 419 acres of ROW comprised of Prime soils, 168 acres are Important soils, and 38 acres contain soils that are neither Prime nor Important.
- **Minimum design standards** – This project has been designed to minimize agricultural impacts as it addresses capacity deficiencies and traffic congestion along the entire scope of the construction project.
- **At this time, an unknown quantity of landlocked parcels, severed parcels, uneconomical remnants and adverse travel will be created. However, field access will be addressed so that all essential farm fields will be accessible to landowners and/or tenant farmers. In addition, Alternatives 4 and 5 will jointly impact 2 Centennial Farms. The north bypass will not affect any other Centennial Farms, while the south bypass will impact one more.**
- **Relocations** – Seven farmsteads will be displaced by both Alternatives 4 and 5. When including the bypass impacts, Alternative 4 displaces 11 farmsteads while Alternative 5 displaces 6.
- **Secondary agricultural land conversion** – No agricultural land will be used for wetland mitigation, tree replacement, or floodplain compensatory storage.
- **Field entrances** – All field entrances will be rebuilt to meet the new grade line of the road and widened, if necessary, to accommodate new, wider farm equipment now in use.



Comment #96: Illinois Department of Agriculture (cont.)

- **Drainage Impacts** – All tile and drainage systems will be retained, with new outlets being provided for any tile that currently empty into the ditch system of the highway.
- **Agricultural Conservation and Protection Area** – None of the parcels are located in a County-designated Ag Area. However, use of Alternative 4 with the north bypass will affect 2 Centennial Farms while Alternative 5 with the south bypass will impact 3 Centennial Farms.
- **Loss of gross agricultural receipts** – The conversion of all agricultural land within the Alternative 4 ±25 mile corridor would result in a potential annual loss of \$365,330 cash receipts from crops and livestock based upon statistics from the *Illinois Agricultural Statistics 2010 Annual Bulletin*. $(\text{Whiteside County Total Cash Receipts}) \div (\text{Land in Farms in Whiteside County}) = (\$595/\text{ac}) \times (\$14 \text{ ac in ag use})$. Alternative 5's ±26 mile corridor would result in the potential loss of \$371,875 cash receipts from crops and livestock based upon statistics from the *Illinois Agricultural Statistics 2010 Annual Bulletin*. $(\text{Whiteside County Total Cash Receipts}) \div (\text{Land in Farms in Whiteside County}) = (\$595/\text{ac}) \times (\$25 \text{ ac in ag use})$.

IDOA Opinion – The U.S. 30 Improvement project has been designed to address existing capacity deficiencies and traffic congestion, its increasing transportation demand, the lack of roadway continuity as well as the overall safety of the roadway. The final alignment will utilize ±47% of existing right-of-way (ROW) and land adjacent to the existing ROW.

Both Alternative 4 and 5 have been designed to minimize the amount of new ROW needed. Both will cause similar farmland conversion impacts. Also, use of existing ROW will significantly reduce the amount of agricultural land that potentially would be converted to highway use.

We believe the final alignment, when selected, coupled with the measures to be employed to minimize adverse impacts to agriculture, will result in the project achieving compliance with IDOT's Agricultural Land Preservation Policy and the Illinois Farmland Preservation Act.



Comment #97: United States Environmental Protection Agency



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JUL 29 2011



REPLY TO THE ATTENTION OF

B-197

Norman Stoner, P.E.
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Re: Comments on the Draft Environmental Impact Statement
for US 30 from Fulton to Rock Falls, Whiteside County, IL, CBO# 20110162

Dear Mr. Stoner:

In accordance with Section 309 of the Clean Air Act and the National Environmental Policy Act (NEPA), the U.S. Environmental Protection Agency has reviewed the proposed Draft Environmental Impact Statement (DEIS) for US 30 from the IL 156 intersection at Fulton to the IL 40 intersection at Rock Falls, in Whiteside County, Illinois. This is at the northwestern edge of Illinois near the Mississippi River, just north of the Quad Cities and running east-west parallel to the I-40 interstate highway. The project proposes to improve traffic capacity, reduce congestion, improve safety, anticipate increased travel demands, and bring this segment of US 30 into system conformity with segments further west in Iowa.

EPA has participated briefly in the NEPA process for this project, which includes providing early scoping comments on May 29, 2007 and concurrence with Purpose and Need on September 4, 2008, both at merged NEPA / Clean Water Act Section 404 (NEPA / 404) meetings. This project was subsequently withdrawn from the merged NEPA / 404 process in July 2010 because wetland impacts for all alternatives being considered were reduced to a level not requiring a 404 Wetland Permit. On November 30, 2010, we agreed to be a Cooperating Agency for this project.

Two build alternatives are presented in the DEIS as the result of much public involvement, but a preferred alternative is not selected. Both build alternatives would utilize a four-lane divided expressway configuration, as opposed to a freeway design which would limit local accessibility. The difference between the two proposals is that one bypasses the City of Morrison on the north side and the other would bypass the city on the south side. Other alternatives considered but rejected as not meeting Purpose and Need included the No Build Alternative, several Transportation Demand Management possibilities, and a Transportation System Management Alternative.

Revised/Superseded - Printed with Vignette on Recycled Paper (50% Postconsumer)



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

March 20, 2012

Re: Draft Environmental Impact Statement
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110) PE 1
Job No. P-02-107-07
Whiteside County
IL 136 to IL 40

Mr. Kenneth A. Westlake
Chief, NEPA Implementation Section
United States Environmental Protection Agency
Region 5
77 West Jackson Boulevard
Chicago, IL 60604-3590

Dear Mr. Westlake:

Thank you for your comments in review of the US Route 30 Draft Environmental Impact Statement (DEIS). We appreciate your agency's coordination with this project. The responses provided below are organized according to your comments.

Please note that subsequent to the publication of the DEIS, IDOT and FHWA became aware that the floodplain encroachment at French Creek involved a greater area than previously analyzed due to recently published FEMA maps. The longitudinal encroachment of this floodplain was determined to be unacceptable, as there were other alternatives that avoided this type of impact. Therefore, Alternates 4 and 5 are being revised to avoid any encroachment into the French Creek floodplain. Because of this change, it is anticipated that the Department will develop a Supplemental DEIS.

Alternatives

In your comment you indicated that it was not clear how the east-west bypass alternatives will fully address the traffic congestion in Morrison caused by the north-south IL 78 truck traffic. Because of the relatively low traffic volume on the north-south IL 78 route, the project team did not identify the north-south traffic as the primary cause of congestion in Morrison. The 2009 traffic counts on US 30 through Morrison showed an average annual daily traffic (AADT) volume of 11,000 vehicles per day (vpd) which included 1,250 trucks. The traffic volume on IL 78 south of Morrison was measured at 2,150 vpd (with 195 trucks) and IL 78 north of Morrison was found to have an AADT of 1,400 vpd (with 185 trucks). Therefore, the truck traffic on IL 78 through Morrison only accounted for approximately 15% of the total truck traffic in Morrison. Other contributing factors to the congestion in Morrison included traffic from unmarked state or county highways intersecting with US 30 in Morrison, as well as other intersecting township roads and local traffic circulating within the local street system.



Comment #97: United States Environmental Protection Agency (cont.)

We have reviewed the DEIS and in keeping with our responsibilities under NEPA, give the document a rating of EC-2, Environmental Concerns - Insufficient Information, see the attached Summary of Rating Definitions for clarification. The following sections outline our observations regarding the proposed Purpose and Need, Alternatives, Environmental Impacts, and Proposed Mitigation of Unavoidable Impacts. Some of these points are discussed in greater detail in the attachment: Concerns Regarding the DEIS Proposed Project for US 30 in Whiteside County, Illinois.

PURPOSE AND NEED

We previously concurred with the Purpose and Need (P&N) statement because it adequately states the conditions to be addressed by this project. However, we note three parts of the P&N discussion are significant factors contributing to existing conditions which should be addressed by this project's alternatives, but are not. We will discuss these further under Alternatives and in the attached discussion.

ALTERNATIVES

It is not clear how any bypass with only an east-west consideration, such as the two retained alternatives, will fully address the traffic congestion in Morrison caused by the north-south IL 78 truck traffic. We recommend future NEPA documents consider an alternative that includes a Morrison west side bypass extending from IL 78 on the north side to IL 78 south of the city. A portion of the dismissed Alternative A-1 accomplished this, connecting IL 78 north to south. This north-south portion of A-1 could either be incorporated as part of a full southern bypass alternative or as a spur bypass on just the western side of the city.

One safety issue noted in the Purpose and Need discussion, Chapter 1 page 7 and Table 1-4, is that eight roads intersect with US 30 at less than the State Design Standard of 75 to 90 degree angles: It is not clear that the proposed alternatives address these conditions or how they will be addressed by this project. The future NEPA documents should clarify how this proposal meets this component of the P&N.

The north-south traffic on the west side of Sterling - Rock Falls creates safety and congestion problems specifically at three of the above non-standard intersections. We recommend consideration of an alternative that consolidates this north-south traffic, perhaps on a westside collector, and eliminates these non-standard intersections.

ENVIRONMENTAL IMPACTS

>> AIR QUALITY

The DEIS correctly presents that this project location does not require conformity with a State Implementation Plan for Air Quality. Although modeling Mobile Source Air Toxics (MSATs) is

Response to Comment #97

Mr. Kenneth A. Westlake
US EPA
Page 2

The traffic congestion in Morrison will significantly decrease as a result of either of the two recommended US Route 30 bypass alignments included in the DEIS. The Level of Service (LOS) of the existing route through town was reviewed and is projected to have a LOS of C or D following a US Route 30 bypass. This is considered an acceptable LOS, based on AASHTO policy, because the designation of the existing route through Morrison will no longer be a primary arterial highway, but will likely change to an unmarked local collector.

You noted that the Purpose and Need discussion on safety identified eight roads which intersect with US Route 30 that had substandard angles of 75 to 80 degrees, and indicated that the DEIS was not clear on how the proposed alternatives address these conditions or how they will be addressed by the project. The Supplemental DEIS will include how the proposal will improve safety by either removing traffic from the subject intersections, or by improving the geometrics at the intersections that will remain along the proposed improvement.

You commented that the north-south traffic on the west side of Sterling-Rock Falls creates safety and congestion problems, specifically at three non-standard intersections (Emerson Rd., Prophetstown Rd., and Agnew Rd.). Two of the intersections (Emerson Rd. and Prophetstown Rd.) will be addressed by improving the geometrics of these intersections. The intersection of Agnew Rd. with US 30 will be eliminated.

Air Quality

You recommended that the Department commit to a construction diesel emissions reduction plan for this project in order to reduce and mitigate the known construction emissions to the degree feasible. The Department will add the six options to consider in a diesel emissions reduction plan to Section 3.20, 'Summary of Measures to Minimize Harm for Noise and Air', in the Supplemental DEIS.

Streams and Floodplains

Your premise indicates that "although a longitudinal transportation project by its nature fragments open space and severs habitat connections, they can be designed and constructed with some accommodations". We would not consider this project to be characterized as a "longitudinal transportation project". The project crosses most natural resources at a transverse (perpendicular) angle, which minimizes environmental impacts to these natural resource features (rivers, streams, wetlands, forests, riparian corridors, and floodplains). The dominant cover type in the project area is cropland, which makes up 82% of the study area. The next common cover types are residential/urban, pasture/hayland, and forest, which account for 9%, 3%, and 3% of the project area respectively. The remaining 18 cover types make up the remaining 3% of the project area and include wetlands, streams, and non-native grasslands. Many of the natural resources (forests, wetlands, riparian habitat) within the project area have been reduced in size, have limited distribution, and low natural quality. The project makes use of the existing infrastructure to minimize environmental impacts and reduce the potential for impacts to wildlife connectivity. The DEIS did not directly consider wildlife connectivity. Section 3.13.2.2, "Wildlife Impacts", will be revised in the Supplemental DEIS to discuss this issue in greater detail.



Comment #97: United States Environmental Protection Agency (cont.)

Response to Comment #97

a developing field of science, we commend the qualitative assessment of these potential impacts in this DEIS for alternative impacts. We recommend that Illinois Department of Transportation (IDOT) commit to a construction diesel emissions reduction plan for this project to reduce and mitigate the known construction emissions to the degree feasible. Although not required by EPA regulations, similar projects have included commitments to some or all of the following reduction methods.

Options to consider in a diesel emissions reduction plan include:

- (a) retrofitting off-road construction equipment including repower or engine upgrades
- (b) using ultra-low-sulfur fuels for all equipment
- (c) limiting the age of on-road vehicles in construction projects to 1998 and newer and 1996 and newer for off-road equipment
- (d) diesel particulate traps and oxidation catalysts
- (e) using existing power sources or clean fuel generators rather than temporary power generators
- (f) encouraging the use of off-road equipment that meets the Tier 3 standards.

>>>STREAMS AND FLOODPLAINS

Although a longitudinal transportation project by its nature fragments open space and severs habitat connections, they can be designed and constructed with some accommodations for connectivity. One area for such consideration is at water and floodplain crossings. Fourteen streams could potentially be crossed by one or both of the proposed alternatives (DEIS Table 3-39). The associated floodplains (DEIS Table 3-46) to seven of these streams within their potential natural habitat area. The DEIS notes that only the Rock River has an associated floodway designation which must be kept open to accommodate a possible 100-year flood event. We recommend that to provide habitat connectivity and promote the recovery of natural areas within the project area, the stream and floodplain crossings be widened. Most of the stream banks pictured in the DEIS have steep sides and would be subject to erosion. Modification of such stream banks by creating a stepped plateau provides a more stable bank and incorporates better flood control than narrow buttressed channels. To create such a stepped bank, the original river bed is retained up to the high water level. At that height, the bank is stepped back a distance of 10 to 50 feet, creating a local floodplain. This plateau is planted with native species having deep root systems which stabilizes the soil when flooded. By using a stepped bank construction at stream crossings the flood control function is expanded and wildlife connectivity is provided on the created plateau. This design also reduces or eliminates scouring.

We commend IDOT for alignment adjustments made to reduce impacts to streams and floodplains. We note that design features are routinely being planned for a 50-year flood level. In addition to the above stepped bank design, we recommend these floodplain crossings be redesigned taking forecast climate change and recent flooding history into consideration. We believe these considerations may warrant using a 100-year or even 500-year flood level reference in designing protection and bridging structures.

Mr. Kenneth A. Weslake
US EPA
Page 3

You recommended that the project provide habitat connectivity by widening the stream and floodplain crossings. The stream banks should be modified by creating a stepped plateau, which provides a more stable bank and incorporates better flood control than narrow buttressed channels. By using this design the flood control function is expanded and wildlife connectivity is provided on the stepped portion of the floodplain. It is indicated that this design also reduces or eliminates scouring. Benching or excavation of the overbank adjacent to the channel beneath a structure does not provide a permanent waterway opening. The additional waterway opening is temporary because the benched area shifts in over time. For those rare projects where we do bench the overbanks at the highway crossing, the IDNR requires a contract stating IDOT will maintain the as-built opening. IDNR also requires vertical and horizontal transitions both upstream and downstream from the structure. Modifying the bank by excavation, i.e., reducing the bank height below natural levels, does not necessarily provide a more stable bank. At crossings where the stream meanders or bends beneath the structure, reducing bank height as prescribed here would have the opposite effect. Regarding scour, benching will not eliminate local or general scour.

You recommended that the floodplain crossings be redesigned to take into account forecast climate change and recent flooding history within the project area. The recent flooding history within the project area has been taken into account through the use of the updated FEMA floodplain maps (Effective February 18, 2011). This effect of climate change on flow patterns and volumes of particular streams cannot be predicted with a reasonable degree of certainty. Floodplain crossing designs should and will be based on current conditions.

If you have any questions regarding this project, please contact Cassandra Rodgers (815/284-5465, Cassandra.Rodgers@illinois.gov) or Mark Nardini (815/284-5460, Mark.Nardini@illinois.gov) of my staff.

Thank you for your comments.

Sincerely,

Eric S. Thekildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

JW-0238/sb



Comment #97: United States Environmental
Protection Agency (cont.)

Response to Comment #97

We recognize the state's best management practices for erosion control measures, but recommend consideration be given to utilizing compost blankets, berms, and socks at points where rapid regrowth cover and long term utility are appropriate. Please refer to <http://cfpub.epa.gov/npdes/stormwater/menuofbmps/index.cfm?action=browse&Rbutton=detail&bmp=119&minmeasure=4> and related adjacent EPA websites.

MITIGATION OF UNAVOIDABLE IMPACTS

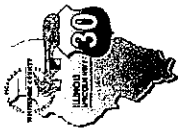
Many other impacts are appropriately addressed in the DEIS, including mitigation proposals. Table 2-8 is very useful in identifying the possible impacts of the project build alternatives. We recommend that a similar summary table be included in future NEPA documents, clarifying each impact within categories, and provide sufficient information for each specific impact and associated mitigation to be identified and understood as to location, nature of what is impacted (i.e. size, quality, description, etc.), and the specifics concerning mitigation for that impact. Where appropriate, indicate any commitments to mitigation monitoring and maintenance, including goals and managers of proposed adaptive management mitigation.

We appreciate the opportunity to review this document. If you have any questions, or wish to discuss our comments further, please contact me or Norm West of my staff at (312)-353-5692 or at west.norman@epa.gov.

Sincerely,

for,
Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Cc: Eric S. Therkildsen, IDOT



Comment #97: United States Environmental Protection Agency (cont.)

Response to Comment #97

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION*

Environmental Impact of the Action

LO-Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EO-Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1-Adequate

The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information

The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review as a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and that should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1604 Policy and Procedures for the Review of the Federal Actions Impacting the Environment.



**Comment #97: United States Environmental
Protection Agency (cont.)**

Response to Comment #97

Concerns Regarding the DEIS Proposed Project for US 30 in Whiteside County, Illinois

INTRODUCTION

The Region 5 office of U.S. Environmental Protection Agency, has reviewed the proposed Draft Environmental Impact Statement (DEIS) for US 30 from the IL 136 Intersection near Fulton to the IL 40 Intersection in Rock Falls, in Whiteside County, Illinois. We were involved in the project early-on in the scoping stage and developing the Purpose and Need statement for the project. When the project was withdrawn from the Illinois merged NEPA / 404 process, we had only briefly seen a large number of early alternative corridors of possible consideration.

When reading the DEIS, we note that a significant amount of the discussion supporting the P&N focuses on three conditions which do not seem to be addressed by the proposal alternatives. A key problem identified in the P&N is a segment of US 30 within Morrison which is joined by Illinois Route 78 (IL 78). Specifically, trucks moving north and south along IL 78 must negotiate several geometric tight turns and narrow roadway conditions, multiple closely spaced traffic intersections and stoplights, and a high volume of local traffic on this main street of the city. Another part of the P&N discussion indicated a robust business and commuting traffic that is generated by industries in Sterling and accesses and then leaves US 30 at several points, creating north-south "crossing-traffic" temporarily on US 30. This "crossing traffic" must deal with several safety conditions caused by roadway and intersection substandard geometry and is coincident with local high-truck-traffic areas, e.g. Wal-Mart, steel and hardware industries, landfill traffic, and others. The third P&N concern is substandard intersection geometry which creates safety issues in this area. Intersections of side roads with US 30 having intersection angles less than 75 degrees (6 intersections near Sterling - Rock Falls and 4 intersections further west) create line-of-sight problems and greater risk turning movements.

MORRISON and ILLINOIS 78

The DEIS notes that safety concerns in Morrison and other locations exist due to changing road characteristics and would be resolved by providing US 30 system conformity so drivers can correctly anticipate what to expect in various circumstances. Because these corrections cannot be made along the existing US 30 in the City of Morrison, it is appropriate to realign the roadway around the city so the new alignment can be constructed consistent with recently upgraded segments of the system further west in Iowa. This would clearly avoid the geometric constraint problems in Morrison for those traveling on US 30.

However, traffic congestion within Morrison is described as due partly to north-south truck traffic on IL 78. This truck traffic apparently consists of longer trailer vehicles that come into Morrison both from the south and north on IL 78. For approximately one mile, IL 78 joins US 30 in Morrison, which is the city's main street and thus carries significant local traffic. Historic development of the city along this major roadway both limits widening the street and creates multiple street changes that are inconsistent with IDOT standards. Section 3.2.2.6.1 assumes trucks will use a bypass of the city and thus the problem is solved, but the proposed



Comment #97: United States Environmental
Protection Agency (cont.)

Response to Comment #97

bypasses are not reasonable routes for the IL 78 trucks to follow around the city. While the proposed alternatives solve the US 30 congestion by going around the problem, it leaves Morrison with the north-south traffic problem unresolved.

The early alternative A-1 (Exhibit 2-3) comes eastward from Fulton, west of Morrison, and indicates a potential intersection with IL 78 on the north. A modification of this western portion of the A-1 alternative closer to the proposed alternate 4 and 5 pails could still arrive at an IL 78 northern intersection. The road then would carry US 30 along with IL 78 south along the west side of Morrison and swing eastward to intersect with IL 78 on the south side. Because this alternative did not extend east from this intersection it was dropped. If the segment of alternative A-1 connecting IL 78 north to IL 78 south were to continue eastward along the alternate 5 proposed path, the Morrison by-pass would then meet the P&N. We recognize this alternative would increase some impacts, but further consideration of this concept is important to more fully meet the project P&N in this area.

CROSSING TRAFFIC WEST OF STERLING - ROCK FALLS

Our understanding of the project P&N discussion for the eastern end of the corridor indicates the intersection of multiple traffic flows on non-uniform / non-standard roadways which include high risk geometry situations. One source of traffic in this section of US 30 comes from the Interstate I-88. This traffic gets off and on I-88 at both Illinois Route 40 (IL 40) on the east side of Rock Falls not at a newly constructed "connector road" exit on the west side of Rock Falls. A significant percentage of this traffic is large trucks servicing local industries, so it gets on US 30 to move east or west a distance and then turns north (or perhaps occasionally south) to reach Rock Falls and Sterling businesses, noted above. A second flow of traffic is comprised of local businesses and residents who utilize US 30 as a local street, which its geometry indicates it is at most points in this section. A third traffic flow is comprised of a commuting population coming to and from the industries and businesses in Rock Falls and Sterling. Some of this group come from I-88 but a component of this group are arriving and departing along local county roads that come into Rock Falls and Sterling on the south and west side. They are required to make turns onto and off of US 30 to reach their destinations. The current road grid design thus causes US 30 to not only serve as an east-west arterial, but to also provide north-south crossing traffic access to their destinations by traveling a short distance (approximately 1 to 3 miles) on US 30. We recommend consideration of alternatives that addresses this truck and commuter traffic as north-south cross traffic. The current proposals do not meet the need of these cross flows and therefore does not meet the project P&N.

NON-STANDARD INTERSECTIONS

Table 1-4 in the DEIS lists eight roads that have less than 75 degree angles of intersection with US 30. The westernmost intersection at Illinois Route 136 (IL 136) was not included in this list but clearly could be. Recent reconstruction described extending a turning lane but said nothing of correcting the intersection angle. Matthew Road, adjacent to the Wal-Mart Distribution Center is mentioned elsewhere in the DEIS and should probably be on this list. We further note that most of these intersections are identified as having higher volume or high truck traffic and safety concerns (Exhibits 1-5A to 1-6C). Although discussion suggests other state projects



Comment #97: United States Environmental
Protection Agency (cont.)

Response to Comment #97

would address some of these conditions and further studies will consider other additional intersections, this proposal does not solve these problems in a clear definitive manner. It is a reasonable expectation that a major roadway rebuilding project such as the one proposed would resolve all geometric inconsistencies of this nature in order to achieve its P&N. We recommend that by addressing the above "crossing traffic" on the west side of Sterling - Rock Falls, some of these problematic intersections, up to six (6), could be reconfigured to resolve their safety concerns.

CONCLUSION

The solutions proposed in this DEIS represent a misunderstanding of the Context Sensitive Solutions concept (CSS). It apparently assumes that having public input bestows CSS benefits on the project. By this proposal solving the US 30 problems while sidestepping the congestion causing conditions in Morrison, the north-south traffic issues at Morrison and Sterling-Rock Falls, and the safety conditions at deficient angled intersections, the proposal bypassed CSS. As presented, the proposal has left these concerns for Whiteside County or other local authorized agencies to contend with and solve in light of the new US 30 configuration. The very nature of the new US 30 expressway configuration makes such solutions much more difficult to achieve and finance after the fact.



Comment #98: United States Department of Interior



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

In reply refer to:

9043.1
ER 11/475

July 25, 2011

Mr. Norman Stoner
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Stoner:

As requested, the Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (EIS) (Section 4(f) Evaluation) for the U.S. 30 Transportation Improvement Project (From IL-136 to IL-40), Federal Aid Primary Route 309, Whiteside County, Illinois. The Department offers the following comments and recommendations for your consideration.

Section 4(f) Comments

This document considers effects to identified properties in the project study area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. 1653(f)) associated with the proposed reconstruction of U.S. 30 from IL-136 to IL-40 in Whiteside County, Illinois. The proposed reconstruction would provide improved traffic capacity, reduced congestion, improved safety, and address the anticipation for an increase in transportation demand.

This evaluation, prepared by the Illinois Department of Transportation (IDOT) and Federal Highway Administration (FHWA), considered the impacts to 7 recreational properties; no cultural resource sites eligible for consideration as 4(f) resources will be affected. All 7 recreational properties will be avoided by the project and there will be no direct or indirect effect on any 4(f) resource. The Department would concur with the FHWA and the IDOT on a determination of no eligible properties.

General Comments

A concern the Department has is with the Rock River, which is on the Nationwide Rivers Inventory (NRI). The EIS does not mention this fact, nor do we believe the National Park Service (NPS) was contacted concerning this designation. The NRI is a register of rivers that may be eligible for inclusion in the National Wild and Scenic River System. Rivers were included on the NRI to the degree to which they are free-flowing, to the degree to which the rivers and their corridors are undeveloped, and for the outstanding natural and cultural characteristics of the rivers and their immediate environments. Section 5(d) of the National Wild

Response to Comment #98



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
Studies and Plans/Environment Section
FAP Route 309 (US 30)
Section (20-1, 17R, 16, 15, 110)PE1
Job No. P-92-107-07
Whiteside County
IL 136 to IL 40 in Rock Falls

September 22, 2011

Hector Santiago
National Park Service
Midwest Regional Office
601 Riverfront Drive
Omaha, Nebraska 68102

Dear Mr. Santiago:

The Illinois Department of Transportation is undertaking a study of U.S. 30 which involves the proposed construction of a four lane limited access expressway between Rock Falls/Sterling west to the U.S. 30/IL 136 intersection east of Fulton, a distance of approximately 24 miles (Exhibit 1-1). Approximately 60% of the proposed roadway will be on existing alignment; the remaining 40% will be on new alignment (a north or south bypass of Morrison). The project is being processed as an Environmental Impact Statement (EIS). Coordination with the U.S. Department of the Interior (letter attached) indicated the requirement to coordinate with your office.

The project crosses the Rock River approximately 2 miles west of Rock Falls. The segment of the Rock River from Sterling/Rock Falls to Oregon, a distance of 29 river miles, is listed on the National Rivers Inventory (NRI). The stream's Outstandingly Remarkable Value (ORV) is its recreational attribute. The river is identified in the NRI listing as "a broad interstate river flowing out of Wisconsin and through a very intensively farmed portion of Illinois. Well wooded banks and slow current offer an interesting and leisure canoe trip. The River provides for a moderate fishing use". There are two dams, a mile apart, on the Rock River at Sterling/Rock Falls. These dams can be portaged on the east side of the river and there are public launching areas available. Downstream of Sterling/Rock Falls the Rock River flows through low farmland. U.S. Route 30 is approximately 4 river miles downstream from the last of these dams. Canoe use in this section of the river is not known. The best fishing is in the tailwater below the dams and the pools above the dams.

Both alternatives 4 and 5, which were carried forward into the EIS cross the Rock River at the existing U.S. Route 30 bridge site (Exhibit 3-10, Pages 14 & 15). The Rock River is approximately 500 feet in width at this site. Aquatic habitat consists of a wide and moderately deep channel with gravel bars and a wooded island on the west bank. The surrounding land uses are composed of residential areas, agricultural land, and forested land. These features are depicted on the attached photographs.

FILE COPY



Comment #98: United States Department of Interior (cont.)

and Scenic River Act (Public Law 90-542) requires that "In all planning for the use and development of water and related land resources, consideration shall be given by all Federal agencies involved to potential national wild, scenic and recreational river areas." In partial fulfillment of the Section 5(d) requirements, the NPS has compiled and maintains the NRI.

The intent of the NRI is to provide information to assist in making balanced decisions regarding use of the nation's river resources. A Presidential directive and subsequent instructions issued by the President's Council on Environmental Quality, and codified in agency manuals, require that each Federal agency, as part of its normal environmental review processes, take care to avoid or mitigate adverse effects on rivers identified in the NRI. Further, all agencies are required to consult with the NPS prior to taking actions that could effectively foreclose wild, scenic, or recreational status for rivers on the inventory.

The Rock River, running through Ogle, Lee, Whiteside, and Henry Counties, is broad interstate river flowing out of Wisconsin and through a very intensively farmed portion of Illinois. A total of 97 miles were nominated to the NRI in 1987: a segment from Oskorn to Sterling (68 river miles), and a segment from Sterling to Oregon (29 river miles). Well-wooded banks and slow current offer an interesting and leisurely canoe trip. The river receives moderate fishing use. To be nominated, a river must have at least one outstanding remarkable value (ORV); the Rock River was nominated based upon its recreational values.

The project proposes to replace the existing bridge over the Rock River and build a second bridge immediately adjacent to the new bridge. The proposal is to keep the existing pier configuration of the present bridge, which has six bridge piers within the bed and banks of the river. The second bridge would add an additional six piers. This action by FHWA and IDOT has the potential to impact the free-flowing characteristics of the Rock River.

We would recommend that FHWA and IDOT contact the Regional Rivers Coordinator for the NPS to discuss this issue. The Coordinator, Hector Santiago, can be contacted at the Midwest Regional Office, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1848 and via email at Hector_Santiago@nps.gov.

The Department has a continuing interest in working with the FHWA and the IDOT to ensure impacts to resources of concern to the Department are adequately addressed. For issues concerning Section 4(f) resources, please contact Regional Environmental Coordinator Nick Chevance, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1844.

We appreciate the opportunity to provide these comments.

Sincerely,

Michael T. Chezik
Regional Environmental Officer

cc:
N. Chevance, NPS, Omaha, NE
H. Santiago, NPS, Omaha, NE

Response to Comment #98 (cont.)

Mr. Hector Santiago, National Park Service
US 30 Bridge Replacements
September 22, 2011
Page 2

Fish and mussel surveys at the bridge site were completed in 2007. With 27 fish species present, the Rock River at the U.S. Route 30 bridge site represented one of the most diverse sites sampled in the current study. However, that high level of diversity, when compared to other sites in the project corridor, may be due more to its large catchment size rather than habitat quality. Large rivers are difficult to collect with standard techniques and, given the long channel width (approximately 260 feet) and depth (greater than 5 feet), the results may not accurately represent the total fish fauna present at the site. It is likely that at least 15-20 other species may occur at the site in small numbers. Shallow gravel riffles lacking silt accumulation are present on and along the west bank indicating that habitat quality is good. The dominant fish species consisted of spottin shiner, sand shiner, gizzard shad, and freshwater drum, which represented 20%, 20%, 15%, and 9% of the catch respectively. The presence of three intolerant species (bullhead minnow, smallmouth bass, and banded darter) in high numbers supports a higher quality habitat designation for this site. These intolerant species represented 13% of the catch.

Six man-hours were spent during the survey for mussels at the U.S. Route 30 bridge site. An area of 3500 square meters was sampled over a river substrate of predominantly silted sand/gravel with small patches of silted rip-rap. Catch-per-unit-effort was 15.3 individuals per hour. A total of 92 individuals representing 10 species were found alive. The most abundant mussels included the Pink Heelsplitter (24 individuals), Fragile Papershell (17 individuals), Mapleleaf (13 individuals), and the Three horned Wartyback (13 individuals). The site also contained 5 individuals of the state-listed Black Sandshell.

Water quality information from the Illinois EPA "Integrated Water Quality Report and Section 303 (d) List (2010)" indicates that this segment of the Rock River is in full support of its aquatic life, primary contact (swimming), and secondary contact (boating) designated uses. It is in nonsupport of its fish consumption designated use, and therefore is considered an impaired stream. This impairment is caused by mercury and PCB sediment contamination from atmospheric deposition (toxics) and unknown sources. The aesthetic quality designated use has not been assessed by Illinois EPA.

Construction activities at the Rock River crossing will consist of the following activities: The existing bridge is approximately 1100 feet in length, has six piers within the river, and bridges the 100-year floodplain. A new bridge, similar in length and pier number, will be constructed adjacent to and upstream of the existing bridge. After the new bridge is completed, the existing bridge will be reconstructed at its current location. The piers will be constructed using steel sheet piling. Once the piling is in place, the water within it will be pumped out into the river. The bottom material will be disposed of at an upland site. Placement of the piers would displace 1155 square feet of river bottom. Temporary stone work pads/causeways will be used on each structure of the river crossing. These work pads/causeways will consist of clean aggregate material and will be properly culverted to maintain low flow. The purpose of these temporary structures is to allow construction equipment access to the piers and the bridge superstructures. These work pads/causeways will temporarily affect approximately 10,000 square feet of river bottom. After construction, the aggregate material will be removed and disposed of at an upland location.



Response to Comment #98 (cont.)

Mr. Hector Santiago, National Park Service
US 30 Bridge Replacements
September 22, 2011
Page 3

As proposed, the project will have temporary effects on the stream's recreational Outstandingly Remarkable Value (ORV) due to the construction activities mentioned in the preceding paragraph. Though the Illinois DNR has no information on the recreational usage of the river, canoeing does occur. There are access points above (Sterling/Rock Falls) and below (Prophetstown State Park) the U.S. Route 30 crossing. During the construction and reconstruction of the two bridges, access under the bridges will not be available. This condition is expected to last approximately 3 years. Portage of the construction site may not be possible because of construction activity on the bridge approaches. Once construction of the bridges has been completed, the river will be open to canoeing.

The following procedures will be in place during construction of the Rock River bridges: Erosion and sediment control practices will be used to minimize water quality impacts at the construction site. Construction at the Rock River will be conducted at low to normal flow periods and will comply with all Corps of Engineers 404 permit conditions, Illinois EPA water quality conditions, and NPDES Construction permit conditions.

It is estimated that approximately 1.38 acres of trees will be removed from the riparian corridor of the river for construction of the new bridges. The dominant tree species are silver maple (*Acer saccharinum*) and box elder (*Acer negundo*). After construction, the disturbed riparian corridor will be seeded with native herbaceous species and replacement riparian species of trees. The trees will be replaced at a rate of 125 trees per acre. Therefore, approximately 173 trees will be planted within the riparian corridor as mitigation for these impacts. The replacement trees will consist of riparian species such as swamp white oak (*Quercus bicolor*), pin oak (*Quercus palustris*), sycamore (*Platanus occidentalis*), and pecan (*Carya illinoensis*).

Based on the above considerations, we believe that the project as described will not have an adverse effect on the river's water quality, change the free flow characteristics of this reach of the Rock River, change the long term recreational use of the River, or impair the inclusion of this reach of the river to be incorporated into the Wild and Scenic River System at some future date.

If you have any questions regarding this project please contact Cassandra Rodgers (815/284-5455, cassandra.rodgers@illinois.gov) or Mark Nardini (815/284-5460, mark.nardini@illinois.gov) of my staff.

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

Env/cr-0738/sb

c: Michael T. Chezik, USDI
Jim Allen, FHWA
Barbara Stevens, IDOT BDE

Enclosures
Exhibit 1: Map of Project Area
Exhibit 2-10, Pages 14 & 15, Aerial Photo of Rock River Crossing
Photographs of Project Area
Letter from the U.S. Department of Interior



**Comment #99: Illinois Department
of Natural Resources**

Response to Comment #99

No Response Required



**Illinois Department of
Natural Resources**

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us> Pat Quinn, Governor
Marc Miller, Acting Director

February 2, 2012

Mr. Eric S. Therkildsen, P.E.
Illinois Department of Transportation
Deputy Director of Highways, Region 2 Engineer
819 Depot Ave.
Dixon, Illinois 61021

RE: RAP 309 (US 30)
Draft BIS
Numerous Counties
INDR #0712998
ATTN: Cassandra Rodgers

Dear Mr. Therkildsen:

This letter is in response to the above referenced project that was reviewed by the Illinois Department of Natural Resources. Based on the results of further review, this project has potential for impacts to resources that occur in the project area for which surveys were performed by the Illinois Natural History Survey.

Based on those surveys requested, no state listed plants were found in the project corridor and no listed fish species were identified. The mussel surveys did identify in both the Rock River and Elkhorn Creek the presence of the state threatened black sandshell (*Ligumia recta*). As identified in the Draft BIS in Chapter 3, section 3.14.2.2, the Illinois Department of Transportation will make application for an Incidental Take Authorization (ITA) to the Illinois Department of Natural Resources one year prior to construction. This coordination effort should be addressed to Mr. Robert Szafoni, Endangered Species Project Manager, Division of Natural Heritage, One Natural Resources Way, Springfield, Illinois 62702-1271. It is important that this process be implemented in a timely manner to assure the project meet the impending construction schedule. Based on the referenced ITA application in the DEIS, consultation is closed on this project.

If you have any questions on the above, please contact me at 217-785-4862.

Sincerely,

Steve Hamer

Steve Hamer
Transportation Review Program
Division of Environment and Ecosystems

cc: Robert Szafoni, IDNR/ORC; Charles Perrino, IDOE; John Becker, USA COB; Heidi Woelke, USFWS
file

RECEIVED
FEB 03 2012
ENVIRONMENTAL
SECTION